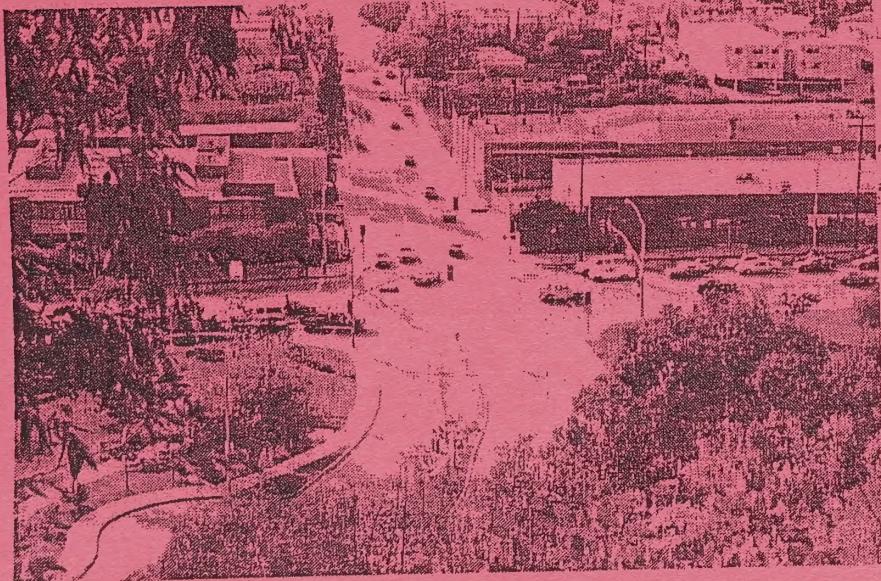


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Culver City General Plan *(Draft)*



APPROVED

JUL 22 1996

Culver City
City Council

19943
Circulation Element

RESOLUTION NO. 96-R102

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, ADOPTING THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS

(General Plan Amendments, GPA Nos. 95-02, 95-03, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, throughout 1992-1994 the City Council-appointed General Plan Advisory Committee met to identify issues, explore a range of policy options based upon land use development scenarios, and develop five Draft General Plan Elements; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission recommend by Resolution No. 95-P020 that the November 1, 1995, draft, as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary), of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and adopted by the City Council and that the Housing Element should be approved in concept by the City Council; and

WHEREAS, on May 2, 1996, the City Council held a special study session on the General Plan Update and Program Environmental Impact Report (EIR) to ask questions, discuss issues, and take public comment; and,

WHEREAS, on July 22, 1996, at a duly noticed public hearing, the City Council held a public hearing, discussed the merits of the General Plan Update and its associated Program EIR, and determined that the motions approving the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements, presented by staff should be approved and adopted as recommended, subject to certain revisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations, the following findings are hereby made:

1. That the Program Environmental Impact Report on the General Plan Update as recommended by Planning Commission Resolution No. 95-P019, has been certified by City Council Resolution No. 96-R101.
2. It is the continuing policy of the City to periodically initiate public hearings for the purpose of considering whether revisions to the General Plan are advisable based on dynamic community goals and needs.
3. The currently adopted Land Use, Circulation, Open Space and Noise Elements require updating and revision, to reflect the City evolving population and development patterns and related goals, objectives and policies.
4. That the draft Land Use, Circulation, Open Space and Noise Elements conform to State of California planning law.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby approves and adopts, with revisions (as specified in SECTION 3 below):

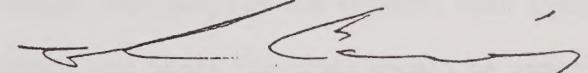
1. General Plan Amendment, GPA No. 95-02, Land Use Element.
2. General Plan Amendment, GPA No. 95-03, Circulation Element.
3. General Plan Amendment, GPA No. 95-05, Open Space Element.
4. General Plan Amendment, GPA No. 95-06, Noise Element.
5. General Plan Vision and Overview.

6. Replacing the 1978 Land Use Element (as amended), 1975 Circulation Element, 1973 Open Space Element, and 1974 Noise Element, and rescinding the 1975 Scenic Highways Element.

SECTION 3. Pursuant to the foregoing recitations and findings, and prior to finalizing, the Draft General Plan Elements shall be revised as follows:

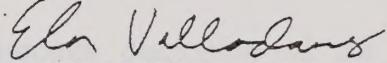
1. The draft Elements shall be revised to provide for internal consistency with all elements of the Update, and to include final editing by staff for any technical, nonsubstantive changes to bring the Update current to July 1996.
2. The draft Elements shall be revised to provide for exploring the development of Mixed-Use projects in the nonresidential areas, through the drafting of development standards.
3. That the residentially designated areas on both sides of Culver Boulevard, between Elenda Street and Sepulveda Boulevard, shall be designated Medium Density Multiple Family on the 1996 Land Use Element Map, and that the appropriateness of this designation shall be considered within the scope of the Culver Boulevard Focused Special Study.
4. That the properties on both sides of west Washington Boulevard, between Redwood Avenue and Wade Street and Centinela Avenue and McLaughlin Avenue, shall be designated General Corridor on the 1996 Land Use Element Map.

APPROVED and ADOPTED this 24th day of September, 1996.

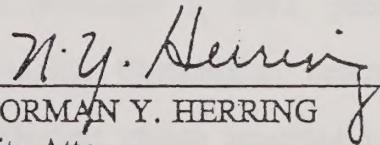


EDWARD M. WOLKOWITZ, MAYOR
City of Culver City, California

ATTEST:


TOM CRUNK
City Clerk BY:
Ela Valladares, Deputy City Clerk

APPROVED AS TO FORM:


NORMAN Y. HERRING
City Attorney

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RESOLUTION NO. 95-P020

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING AND RECOMMENDING TO THE CITY COUNCIL APPROVAL AND ADOPTION OF THE UPDATE OF FOUR ELEMENTS OF THE CITY'S GENERAL PLAN, INCLUDING THE LAND USE, CIRCULATION, OPEN SPACE AND NOISE ELEMENTS AND APPROVAL IN CONCEPT OF THE UPDATED HOUSING ELEMENT

(General Plan Amendment, GPA Nos. 95-02, 95-03, 95-04, 95-05 and 95-06)

WHEREAS, the City prepared the General Plan Update in conformance with State and local planning law and practices in order to update the Land Use, Circulation, Housing, Open Space and Noise Elements of the City's General Plan; and

WHEREAS, on February 11, February 25, March 16, March 28, April 8, April 26, August 30, October 5 and November 1, 1995, the Planning Commission conducted duly noticed public hearings fully considering the draft elements, staff reports, environmental information and all testimony presented; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission determined that the November 1, 1995, draft as amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary) of the General Plan Update, including the Land Use, Circulation, Open Space and Noise Elements should be approved and recommended to the City Council for approval and adoption as set forth herein below; and

WHEREAS, at the conclusion of the November 1, 1995, public hearing and thorough discussion of the matter, the Planning Commission determined that the November 1, 1995, draft of the Housing Element update amended by the Planning Commission (including final editing by staff for any technical, nonsubstantive changes necessary) should be approved in concept, pending final revisions reflecting consistency with the final approved Land Use Element update and recommended to the City Council

1 for approval in concept until and at such time the element has been revised as set forth
2 herein below.

3

4 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
5 CITY, CALIFORNIA, DOES HEREBY RESOLVES AS FOLLOWS:

6

7 SECTION 1. Pursuant to the foregoing recitations, the following findings are
hereby made:

- 8
- 9 A. It is the continuing policy of the City to periodically initiate public hearings for the
purpose of considering whether revisions to the General Plan are advisable based
on dynamic community goals and needs.
- 10
- 11 B. The currently adopted Land Use, Circulation, Housing, Open Space and Noise
Elements require updating and revision, to reflect the City evolving population and
development patterns and related goals, objectives and policies.
- 12

13

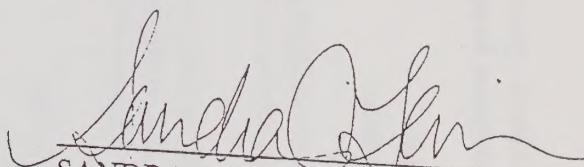
14 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
Commission of the City of Culver City, California, hereby approves and recommends to
the City Council for approval and adoption:

15

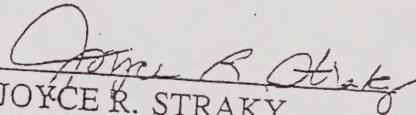
- 16
- 17 A. General Plan Amendment, GPA No. 95-02, Land Use Element.
- 18 B. General Plan Amendment, GPA No. 95-03, Circulation Element.
- 19 C. General Plan Amendment, GPA No. 95-05, Open Space Element.
- 20 D. General Plan Amendment, GPA No. 95-06, Noise Element.
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1
2 SECTION 3. Pursuant to the foregoing recitations and findings, the Planning
3 Commission of the City of Culver City, California hereby approves in concept and
4 recommends the City Council for approval in concept the Housing Element update, GPA
5 No. 95-04, pending final revisions reflecting consistency with the final approved Land
6 Use Element update.

7 APPROVED and ADOPTED this 1st day of November, 1995.
8

9
10 
11 SANDRA J. LEVIN, CHAIRPERSON
12 PLANNING COMMISSION
13 CITY OF CULVER CITY, CALIFORNIA

14 ATTEST:
15

16 
17 JOYCE R. STRAKY
18 Planning Secretary

19 (GPA Nos. 95-02, 95-03, 95-04, 95-05 and 95-06)
20

JR:jrs064

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CIRCULATION ELEMENT

This Circulation Element is one of nine Elements of the Culver City General Plan. The complete list of General Plan documents includes:

General Plan Overview, 19945 +

Land Use Element, 19945 +

Circulation Element, 19945 +

Housing Element, 19945 +

Open Space Element, 19945*

Noise Element, 19945++*

Conservation Element, 1973

Seismic Safety Element, 1974

Public Safety Element, 1975

Scenic Highways Element, 1975**

Recreation Element, 1968

Glossary, 19945 +

+ Draft Element prepared by Gruen Associates;
Final Elements prepared by City staff.

* Draft Element prepared by Gruen Associates and
Takata Associates; Final Element prepared by City staff.

+* Draft Element prepared by Gruen Associates and
Mestre Greve Associates; Final Element prepared by City staff.

** Superseded and eliminated by adoption of 1995 Circulation
Element.

Downtown Culver City, 1940's

PURPOSE OF THE CIRCULATION ELEMENT. Local and regional transportation systems must be effectively linked to both serve and protect Culver City's residents and businesses. State law requires each city to have an up-to-date Circulation Element of the General Plan (Government Code §65302(b)) which identifies transportation systems and facilities in correlation with the Land Use Element. Recent legislation requires that the County adopt a Congestion Management Program (CMP), addressing the linkages between land use, regional roadways, transit performance, air quality objectives, and Transportation Demand Management (TDM) measures, (such as ridesharing, parking management, transit incentives, bicycle use), per GC §65089. Cities must conform to the County Program (GC §65089.4), but need not develop a city-level CMP as part of their Circulation Element (GC §65089.5). CMP conformance is required in order to continue receiving state gas tax funds and to preserve eligibility for other state and federal transportation dollars. Failure to maintain conformance does not place the General Plan in jeopardy unless the CMP has been incorporated into it specifically.

REGIONAL POLICY. In addition to the local traffic patterns affecting the City, the Circulation Element responds to regional transportation policies (see Table C-1, Transportation Agencies and Relationship to Culver City Policies). Current policy initiatives which affect travel and transportation systems to and through the City are addressed relative to their effects on Culver City's mobility and land use patterns. Culver City's need and desire to connect to the surrounding region must be balanced with the protection of the City's small-town qualities.

Federal and State legislation has vested the Southern California Association of Governments (SCAG) with the responsibility to prepare

AQMD	South Coast Air Quality Management District
AQMP	Air Quality Management Plan
ATSAC	Automated Traffic Surveillance and Control
CAA	Clean Air Act
CCAP	Congested Corridor Action Plan
CMA	Critical Movement Analysis
CMP	Congestion Management Program (or Plan)
ETB	Electric Trolley Bus
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act
LADOT	Los Angeles Department of Transportation
LOS	Level of Service
LRT	Light Rail Transit
MTA	Los Angeles County Metropolitan Transportation Authority
RCP	Regional Comprehensive Plan
RME	Regional Mobility Element (also referred to as RMP)
RMR	Regional Mobility Plan
SCAG	Southern California Association of Governments
SMMBL	Santa Monica Municipal Bus Lines
SRTP	Short Range Transit Plan
TIP	Transportation Improvement Program
TDM	Transportation Demand Management
UMTA	Urban Mass Transit Authority
V/C	Volume to Capacity ratio

regional transportation plans and programs, regional housing needs assessments and portions of the regional air management plans relating to land use, housing and employment. SCAG, in conjunction with other governmental agencies and the utilities, is has prepared a Regional Comprehensive Plan (RCP) as the blueprint for managing growth and resources in the region. The RCP will combine complementing policies adopted for the various functional elements.

CIRCULATION ELEMENT

SCAG's Regional Mobility Plan (which links regional mobility to growth management, housing and air quality) will be revised and incorporated as an element (Regional Mobility Element, RME) of the RCP. /Element (RME) of the RCP is the latest update of the Regional Transportation Plans required by federal and state law. The RME responds to the Clean Air Act and outlines a 20-year strategy for meeting the region's mobility goals. The RME links growth management as a means to improve regional mobility with the goal to sustain mobility, foster economic development, enhance the environment and reduce energy consumption.

The South Coast Air Quality Management District (AQMD), because of the interrelationship of transportation and air quality, coordinates with SCAG in regional planning efforts. Similar to the RME, regional plans and programs in AQMD's Air Quality Management Plan (AQMP--which addresses issues related to mobile, stationary and new source reduction) will be incorporated into the RCP.

At the Los Angeles County level, the Metropolitan Transportation Authority (MTA) is charged with implementing the federal, state and regional plans. To that end, the MTA has prepared the following plans and programs.

The 30-Year Plan Transportation for the Twenty-First Century: A Plan for Los Angeles County (known as the 20-year Long-Range Plan). The In February, 1995, MTA has proposed a adopted the 320-Year Integrated Transportation long-range Pplan dated April 1992, which is a strategic planning tool providing the framework necessary to develop and evaluate the most cost-effective means of providing for the County's transportation needs. Among other thing, it establishes a framework of highway, bus, rail, and demand management strategies and matching financial strategies designed to address current and projected mobility needs.

Included in the long-range plan are proposals to provide High Occupancy Vehicle (HOV) lanes on the San Diego (I-405) and Santa Monica (I-10) Freeways in the area of Culver City. The I-405 HOV lanes will be provided by the addition of new lanes, while the I-10 HOV lanes will be provided by converting existing lanes. The installation of these HOV lanes is not anticipated to occur until the latter part of the long-range planning period.

Highway, Bus, Rail and Pedestrians

The 320-Yyear Pplan is designed to be flexible. As the MTA moves forward and as programs, projects and strategies evolve, the 320-Yyear Pplan will be updated to reflect these changes.

Congestion Management Program. In compliance with State law, the MTA adopted a Congestion Management Program (CMP) in November 1992 which was subsequently refined by the 1993 CMP. The goal of the CMP is to reduce congestion on the designated CMP Highway Network and improve air quality in the region. The CMP highway system network for Los Angeles County consists of all

Table C-1 Transportation Agencies and Relationship to Culver City Policies

Agency	Principal Plans or Programs	Responsibilities Relative to General Plan Policies
Culver City Community Development Department, Planning and Engineering Divisions, and Public Works Department, Engineering Division	General Plan Circulation Element; Capital Improvement Program (CIP).	Participate with GPAC in preparation of the Circulation Element of the General Plan Update for submittal to the City Council. Prepare and administer the CIP to implement infrastructure improvements. Work with other appropriate City departments and outside agencies to respond to transportation-related issues.
Culver City Transportation Department (CityBus)	Short-Range Transit Plan (SRTP); Bus Yard Relocation.	Prepares the SRTP monitoring and planning service and ridership, and submits it to SCAG and MTA for approval of funding. The Bus Yard Relocation project may also involve participation by LADOT Commuter Express and paratransit services.
City of Los Angeles Department of Transportation (LADOT)	City of Los Angeles Highways and Freeways Element; Smart Corridor Project; Traffic Study Guidelines; Traffic Studies for Discretionary Projects; Automated Traffic Surveillance and Control (ATSAC).	Participates with LA City Department of City Planning in revising Community Plans in areas adjacent to Culver City. Co-manages Smart Corridor demonstration project with Caltrans, and operates ATSAC. Manages traffic studies and programs transportation facility improvements for discretionary development projects in the City of Los Angeles including Playa Vista. May participate in the City Bus Yard Relocation project.
Los Angeles County Department of Regional Planning (LACDRP)	County Highway Plan.	Maintains countywide General Plan, including County Highway Plan, which designates roadway classifications for specific facilities in and around the City.
Los Angeles County Metropolitan Transportation Authority (MTA)	Congestion Management Program (CMP); -3020-Year Long Range Plan . Short-Range Transit Plan.	Prepares and updates CMP, which sets performance criteria for specific roadways and transit facilities, and requires TDM efforts and monitoring of land use impacts. Plans and programs transportation systems and funding countywide. Prepares SRTP monitoring and planning service and ridership, and submits it to SCAG for approval of funding.
Southern California Association of Governments (SCAG)	Regional Comprehensive Plan (RCP); Air Quality Management Plan (AQMP); Transportation Improvement Program-Clean Air Act (TIP/CAA) Conformity.	Prepares RCP, involving the City in a subregional effort to plan long-range land use and transportation needs and improvements. Participates with AQMD in preparation of land use and transportation control measures of AQMP. Reviews transportation facility improvements receiving federal funds for conformity to TIP/CAA requirements.
South Coast Air Quality Management District (AQMD)	Air Quality Management Plans: 1989-1991-19934; Regulation XV.	Prepares the AQMP with the assistance of SCAG. Administers Regulation XV affecting all major employers in the basin.
California Department of Transportation (Caltrans)	System Plan; Project Study Reports; Smart Corridor Project.	Plans and operates regional freeway system and surface highways, including Venice and Lincoln Boulevards. Co-manages Smart Corridor demonstration project with LADOT.

CIRCULATION ELEMENT

freeways, state highways and selected local arteries. The roadways in the greater Culver City area affected by the CMP include the Santa Monica Freeway (I-10), the San Diego Freeway (I-405), the Marina Freeway (SR-90), Lincoln Boulevard (SR-1), and Venice Boulevard (SR-187), with and La Cienega Boulevard currently proposed for inclusion.

Congested Corridor Action Plan (CCAP). The CCAP can be considered the work plan for pursuing goals and mandates of both the 30-Year Plan and the CMP. This plan designates eleven of the most congested corridors in the county, and identifies specific actions and projects to address them. The San Diego and Santa Monica Freeways (located partially in and adjacent to Culver City) are the two congested corridors which directly affect City traffic.

Currently, MTA is reviewing four fixed guideway projects located in the corridors which would potentially link Culver City with other regional centers. They are:

Exposition Right-of-Way Transit Project. The MTA is currently preparing a study which will analyze route and mode (light rail; electrified trolley or bus) alternatives to connect USC/Exposition Park with Santa Monica. Only one of the five proposed routes does not use the old Southern Pacific Railroad right-of-way that parallels National and Exposition Boulevards through Culver City. This project, consequentially, has greatest potential impacts on Culver City. The Exposition Corridor would eventually be connected with an extension of the Blue Line light rail system from downtown Los Angeles to USC/Exposition Park.

Green Line Northern Extension. The Green Line is a light rail project that runs along the Century Freeway from Downey to the Aviation Station on Imperial Highway, southeast of Los Angeles International Airport (LAX). The proposed Northern Extension runs from the Aviation Station to the LAX Transit Center and the Westchester central business district. When complete, the Green Line Northern extension will permit connecting service to the current Culver City Bus route 6 from the LAX Transit Center.

Los Angeles International Airport (LAX) to Palmdale Rail Transit Project. This is a public-private joint venture proposal to construct a rail transit connection from LAX to Palmdale Airport via the I-405 and SR-14 freeways.

Santa Monica Boulevard Rail Project. This is a multi-agency effort to study the feasibility of developing a monorail between the San Diego Freeway (I-405) and the Hollywood/HIGHLAND Metro Red Line Station. The study may be expanded to link with LAX.

A fixed guideway project, which is not listed in the CCAP but potentially could provide service to Culver City, is the Electric Trolley Bus (ETB) along Venice Boulevard. MTA will review potential for construction after completion of a ETB demonstration project elsewhere in the county.

As these lines are currently undergoing feasibility studies or design, actual start dates for operation have yet to be determined.

Los Angeles County Highway Plan. The current Los Angeles County Highway Plan was adopted by the County Board of Supervisors in November of 1980. The plan has subsequently been amended with the most recent amendment occurring in 1988. The facilities within Culver City designated on this plan are depicted on Figure C-1, County Highway Plan for the Culver City Area. The facilities indicated on the plan that are inconsistent with Culver City's circulation policies include: the future extension of Slauson Avenue through to McLaughlin Avenue; the future extension of Stocker Street to Overland Avenue; the classification of National Boulevard as a Major Highway and Higuera Street as a Secondary Highway (see Goals, Objectives and Circulation Policies section).

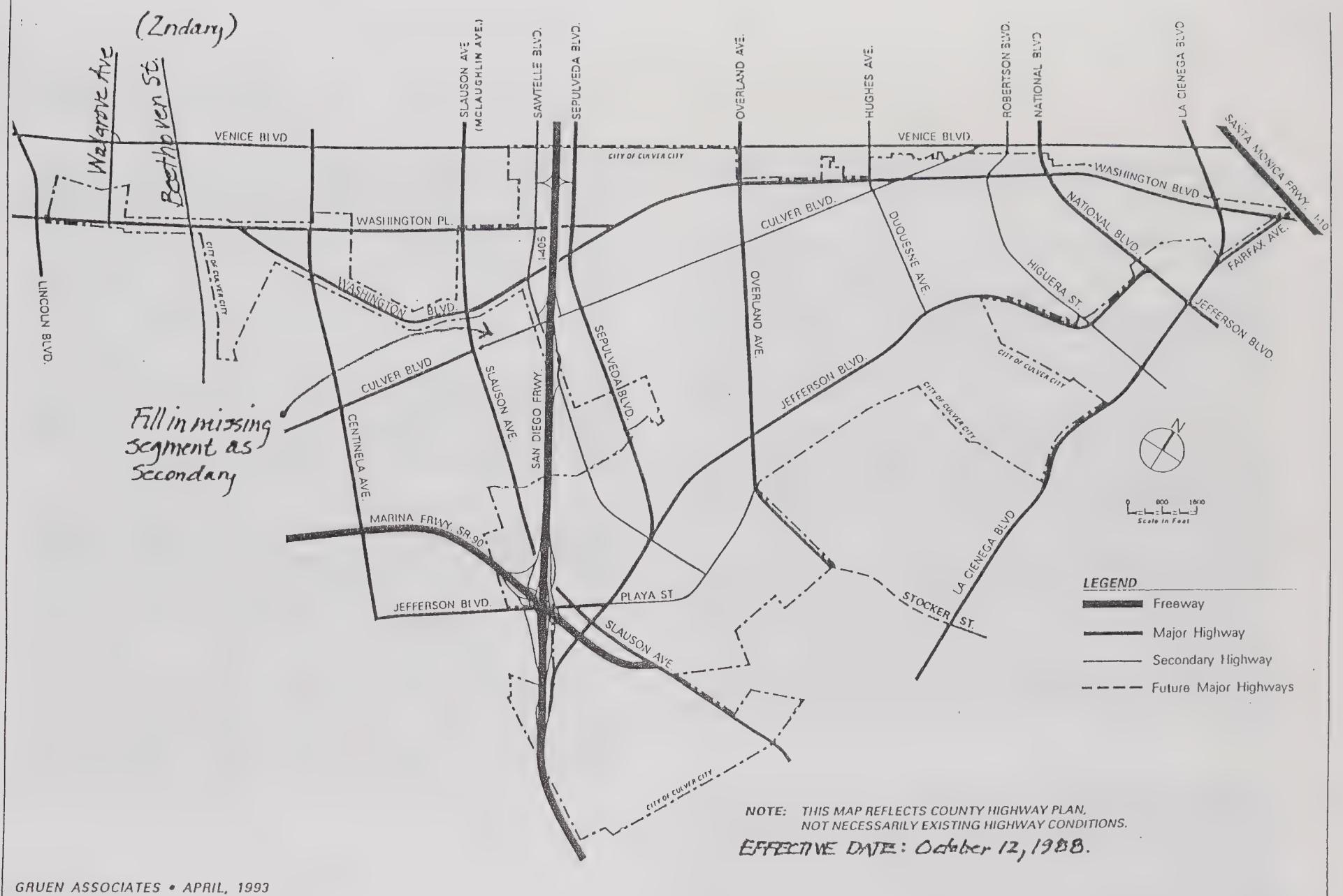
Regional policies and programs that increase mobility, by reducing traffic, support Culver City's objectives. Policies that improve mobility by diverting regional traffic through Culver City compromise those objectives. The common goals of increased mobility and congestion management may be achievable to the extent Culver City has an active voice in the development of regional transportation policies.

LOCAL CONDITIONS. The common roadway hierarchy expected in an urban city, where local streets feed collectors and so on up the ladder to arterials and freeways, lacks some important connections and through-routes in Culver City. The major significant streets in the City and their number of travel lanes are depicted in Figure C-2, Existing Street System: Travel Lanes. Much of the basic City roadway network was established during the early part of the century. Later, during the early 1960s, the freeway network in the area was constructed and was

overlaid on the existing roadway network. Because of this, often local streets connect directly to arterials. This, coupled with the diagonal nature of the arterials, promotes use of the City streets by through-traffic, and often results in commuter traffic passing through residential neighborhoods. The street system is also full of discontinuities, with some streets difficult to follow. The diagonal nature of the arterial system also results in a number of skewed intersections that lead to decreased intersection capacity.

Because of the proximity of several important freeways and the level of development surrounding the City, it is often traversed by traffic which has neither origin nor destination within the City. This through-traffic often finds the City's arterials to be convenient short cuts.

Culver City is in the somewhat unique position of having its own public transit system, Culver CityBus, which serves both local and regional ridership. This enables the City to use its municipal bus system to influence and mitigate local and regional growth pressures. Currently In the first quarter of 1995 CityBus carried an average of 11,700–13,200 passengers per weekday and over 8,700–11,000 passengers over the weekend. Increased emphasis on the availability and convenience of public transit, resulting in increased ridership, can reduce vehicular traffic and also contribute to improving air quality. Through CityBus service and other links to public transit, in addition to participation in regional forums, Culver City has an opportunity to shape regional transportation systems, rather than be shaped by them.



GRUEN ASSOCIATES • APRIL, 1993



CULVER CITY

GENERAL PLAN

C I R C U L A T I O N E L E M E N T

C-6

County Highway Plan for the Culver City Area

FIGURE C-1



GRUEN ASSOCIATES • APRIL 1993



CULVER CITY
GENERAL PLAN

Date ..

FIGURE C-2
Existing Street System: Travel Lanes

C I R C U L A T I O N E L E M E N T

68

congestion within the City occurs mostly due to intersection constraints rather than lack of roadway capacity between intersections, with only seven of the City's 12 intersections, either partially or wholly within the City, experiencing poor to failing conditions, or what is referred to as Level of Service E and/or F, in the morning and/or afternoon peak hour. They are the Venice Boulevard intersections at Sawtelle Boulevard, Sepulveda Boulevard, and Overland Avenue; the Washington Boulevard intersections at Centinela Avenue, Inglewood Boulevard, Overland Avenue and La Cienega Boulevard; Washington Place at Centinela Avenue; the Sepulveda Boulevard intersections at the I-405 NB On-and Off-Ramps, and Centinela Avenue; Culver Boulevard at Overland Avenue and Jefferson Boulevard at Duquesne Avenue.

Culver CityBus

A VISION FOR MOBILITY IN THE CULVER CITY AREA.

Mobility within Culver City has been generally fair to excellent, with moderate overall traffic volumes. Culver City's location in relationship to the San Diego Freeway (I-405), Santa Monica Freeway (I-10), La Cienega, Jefferson and Venice Boulevards, however, has made it a traditional short-cut for through-traffic. Growing congestion from higher levels of allowed density in adjacent and nearby jurisdictions, coupled with the diagonal nature of the City's circulation arteries relative to these regional roadways and freeways has pushed regional traffic onto the City's local street system.

Based on 1991 traffic studies, the highest traffic volumes (over 43,000 vehicles per day) in the City occur on Slauson Avenue east of the SR-90 intersection (40,900 vehicles per day), Sepulveda Boulevard south of Sawtelle (42,300 vehicles per day), Boulevard and La Cienega Boulevard (46,700 vehicles per day). Except for the Sepulveda Boulevard segment, these facilities are access controlled and each has six travel lanes, appropriate to their heavy traffic volumes. Still,

The Circulation Element aims to reclaim and revitalize the local street system through a proactive stance to protect and promote Culver City's interests regarding issues of public transit priorities, performance criteria for rail corridors serving the City, street widening, on-street parking, and intrusion of traffic and parking into residential neighborhoods.

Circulation Element policies seek to reduce automobile travel by establishing a context for Transportation Demand Management (TDM) programs (such as ridesharing and alternative work schedules), capitalizing on the existing CityBus transit system and the Ballona Creek Bike Path, while adding and studying maximum appropriate limits on the number of parking spaces for specific uses and areas. The Element also establishes a basis for coordination and balance between transportation objectives and such considerations as the potential effectiveness of air quality, noise and open space improvements.

In order to support Culver City's vision for the future, the Circulation Element is built around the following goals:

- *Integrated local and regional transportation systems that serve residential and business needs.*
- *Residential neighborhoods that offer residents the qualities of a peaceful small-town environment.*
- *An urban design, urban forest, open space network that links neighborhoods and businesses, and instills civic pride.*
- *Clear and consistent guidance for balanced growth.*
- *Ample and efficient City services and infrastructure.*

Afternoon Traffic - Downtown Culver City

STREET SYSTEM CLASSIFICATION. Figure C-4, on the following page, is the Circulation Element Map which illustrates the street and transit network required to meet the City's 2010 traffic demands. Streets are classified according to their primary function and capacity. Functional characteristics define five street types.

Local Streets. Local streets are the bridge by which vehicles travel between private parking and driveways to the larger, non-local streets. Generally, local streets (such as Irving Place, Kinston Avenue, Selmaraine Drive and McConnell Avenue) do not exceed sixty (60) feet in right-of-way width and are found mostly in residential neighborhoods, although these streets can serve other non-residential land uses.—The cross-section of a typical local street (detailed in Figure C-3, Local Street Typical Cross-section) consists of two 5-foot sidewalks, two 4½-foot landscaped parkways, two 12-foot travel lanes, two 8-foot parking lanes, and two 6-inch-wide curbs.—It would be preferable, however, to have 10-foot travel lanes and a 36-foot total roadway width to discourage speeding and through traffic on local streets.—It would also be preferable to have the combined sidewalk/parkways to be 12-feet wide to accommodate street furniture and street trees.—Street furniture consists of amenities such as decorative street lighting, planter pots, and benches.—(Please note that local streets are not indicated on the Circulation Element Map.)



Figure C-3

Local Street Typical Cross-section

Neighborhood Feeder. Neighborhood Feeder streets are generally located within residential neighborhoods and provide the commonly used direct route between local residential streets and the adjacent arteries. They are not designed to attract traffic traveling through the neighborhood, however, historically many such streets have become bypass routes. Designated neighborhood feeder streets include:

- | | |
|--------------------|------------------------|
| ■ Beethoven Street | ■ Higuera Street |
| ■ Braddock Drive | (Washington to Hayden) |
| ■ Elenda Street | ■ Lucerne Avenue |
| | (Washington to Culver) |
| ■ Girard Avenue | ■ Redwood Avenue |
| | ■ Walgrove Avenue |

Collector. Collector streets provide a means for the movement of traffic from local streets to larger streets. Generally, right-of-way widths for collectors vary from 60 to 79 feet. Collectors are two-lane roadways.—Designated collectors include: Currently no streets are designated collector; the designation is available for future use.

- | | |
|------------------------|------------------------|
| ■ Elenda Street | ■ Higuera Street |
| (Washington to Hayden) | (Washington to Culver) |
| ■ Girard Avenue | ■ Lucerne Avenue |

Secondary Artery. Secondary Arteries serve as links between collectors and primary arteries. It is desirable that right-of-way widths for secondary arteries be in the range of 80 to 94 feet. Although some, such as Braddock Drive, do not meet this dimension, they still serve this function. The number of travel lanes also varies between two and four lanes. Designated secondary arteries include:

- | | |
|----------------------|-----------------------|
| ■ Beethoven Street | ■ Hayden Avenue |
| ■ Braddock Drive | ■ Higuera Street |
| ■ Bristol Parkway | (Hayden to Jefferson) |
| ■ Buckingham Parkway | ■ Inglewood Boulevard |

- Duquesne Avenue
- Glencoe Avenue
- Green Valley Circle
- Hannum Avenue
- National Boulevard
- Redwood Avenue
- Sawtelle Boulevard
- Walgrave Avenue

Primary Artery. Primary Arteries serve as major cross-town thoroughfares and it is desirable that they have right-of-way widths of 95 feet or more; however, because of the constraints of existing development, many primary arteries have narrower rights-of-way. Traffic flow on primary arteries is characterized as high volume and fast-moving. Ideally Direct access onto primary arteries from private driveways should be limited or prohibited. Where private driveways are prohibited, primary arteries are designated as controlled access streets.

The number of lanes on primary arteries varies between four and six lanes plus left turn lanes. The primary arteries may have raised median islands such as there are on portions of Culver Boulevard. Designated primary arteries include:

- Adams Boulevard
- Centinela Avenue
- Culver Boulevard
- Fairfax Avenue
- Jefferson Boulevard
- La Cienega Boulevard
- Overland Avenue
- Playa Street
- Robertson Boulevard
- Sepulveda Boulevard
- Slauson Avenue
- Venice Boulevard
- Washington Place
- Washington Boulevard

Freeways. Two freeways, the San Diego (I-405) and the Marina (SR-90) traverse Culver City. The Santa Monica Freeway (I-10) abuts the northeastern corner of the City. Each of these facilities is operated by California State Department of Transportation (Caltrans) (California State Department of Transportation). Freeways are specialized arterials with limited access and grade separated

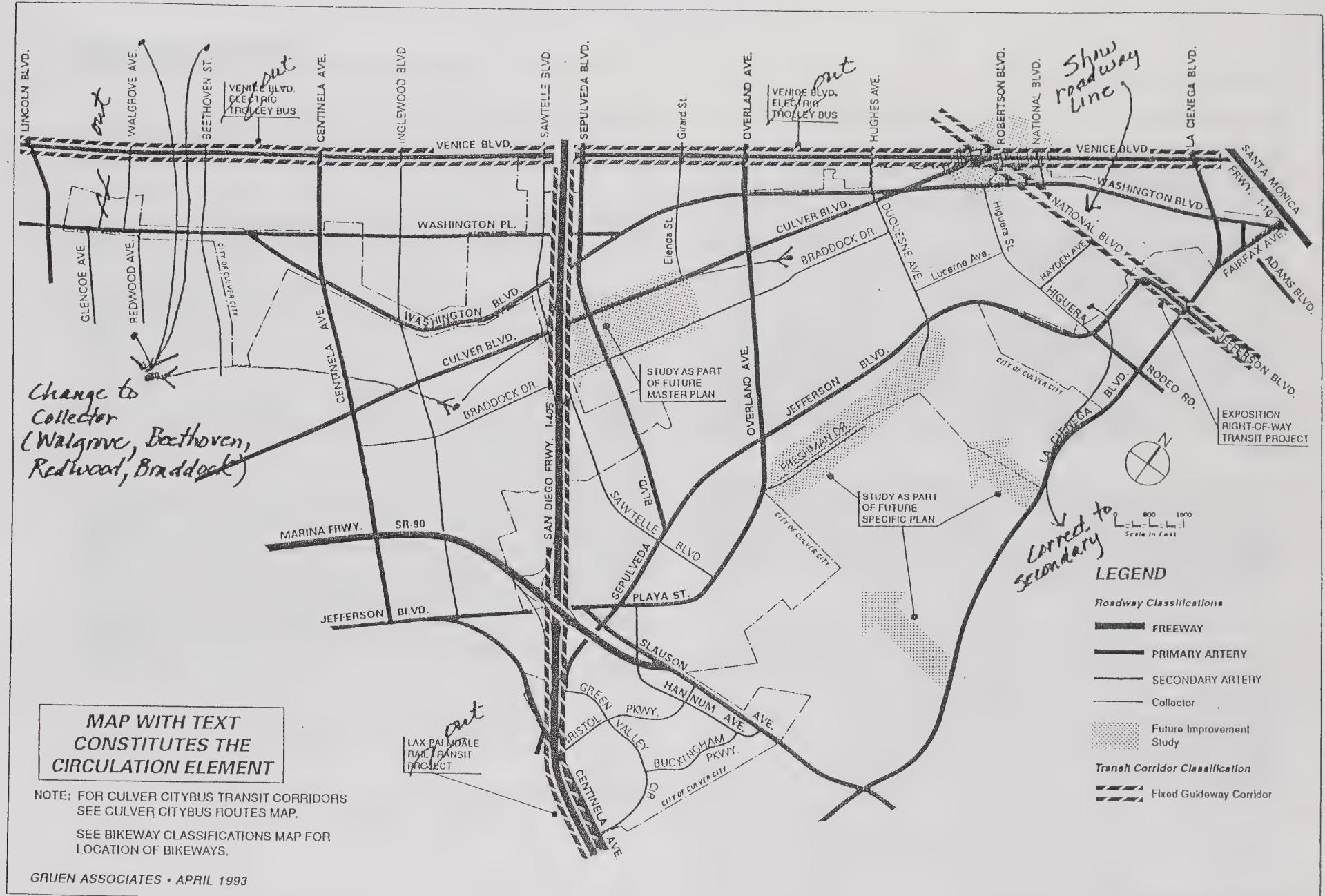
intersections from the City's street system. Their primary function is to carry large volumes of traffic at high speed throughout the region.

TRANSIT CORRIDORS. In addition to street system classification, the Circulation Element provides a system for classification of transit corridors. The City recognizes the importance of these corridors as resources and their potential effect on the City. They not only serve as links to the regional system; some corridors also provide intracity connections.

The Circulation Element recognizes two transit corridor classifications: Potential Fixed Guideways and CityBus Routes (which include shuttle routes).

Fixed Guideway Corridor. These are corridors that are proposed for development of either Light Rail Transit (LRT), Electric Trolley Bus (ETB) or monorail transit systems. As mentioned under Regional Policy, the MTA is studying proposals for five different fixed guideway projects which will potentially link Culver City with other regional centers. Only three are located in Culver City and, therefore, have been designated as Corridors on the Circulation Element Map. They are:

- *Exposition Right-of-Way Transit Project.*
- *Los Angeles International Airport (LAX) to Palmdale Rail Transit Project.*
- *Electric Trolley Bus Along Venice Boulevard.*



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FIGURE C43

Circulation Element Map



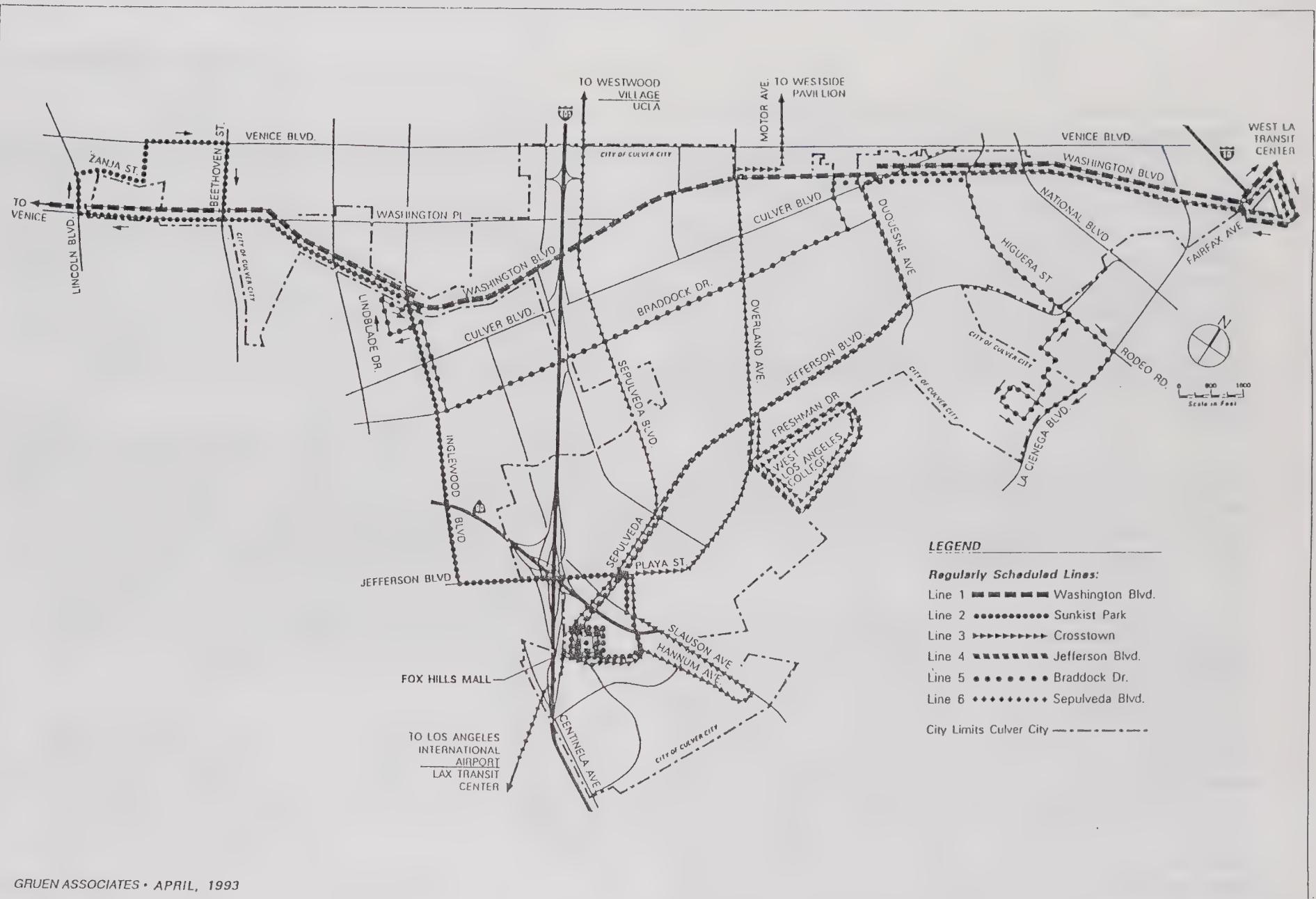
Potential Fixed Guideway. Prior to adoption of the MTA 20 year long-range plan in February 1995, MTA was considering a variety of Light Rail Transit (LRT) and monorail transit projects that potentially would have linked Culver City with other regional corridors. Due to funding constraints these projects were not included in the 20 year long-range plan, although MTA is preserving the option to develop them when and if funding can be identified. Of these projects, the Exposition Right-of-Way (EXPO ROW) transit project could have the most direct impact on the City. The EXPO ROW corridor parallels National and Exposition Boulevards from National's easterly entrance to the City at Jefferson Boulevard, traversing northwesterly (across Washington Boulevard) to exit the City at the Venice/Robertson Boulevards intersection.

The EXPO ROW corridor is bordered, variously, by parkland, residential, commercial and industrial development. Because of the potential for EXPO ROW transit project impacts on these adjacent land uses, and on two of the City's principal arteries, Circulation Element policies have been identified.

CityBus Routes. The Culver CityBus system operates six fixed-route bus lines which provide service to the City of Culver City and adjoining portions of the City of Los Angeles (see Figure C-5, Culver CityBus Routes map.) Service is provided as far north as the UCLA bus terminal, south to the LAX Transit Center, east to the West Los Angeles Transit Center and west to Pacific Avenue in Venice. Transfers can be made at numerous locations with both the Santa Monica Municipal Bus Lines (SMMBL) and MTA bus lines as well as with Torrance Transit at the LAX Transit Center. If the MTA Green Line and proposed Exposition Line are completed, CityBus connections could occur with the Green Line at the LAX Transit Center and with the Exposition Line at Overland Avenue and Sepulveda Boulevard in West Los Angeles, and within Culver City at the Washington-National Boulevard intersection.

InterCity/Seven-Day Service. The InterCity service routes connect Culver City to major destination points outside the City limits, such as UCLA, LAX, Venice beach and the Westside Pavilion. InterCity routes occur mostly along Primary and Secondary Arteries and are intended to serve existing higher density development and anticipated future developments along these corridors. Land use designations along these routes include Medium Density Multiple Family, Planned Residential Development, Commercial Centers, Commercial Corridors, Industrial, Industrial Park and Institutional. These routes are intended to serve and encourage ridership for work, shopping and leisure trips seven days and evenings per week.

IntraCity/Five-Day Service. The IntraCity service routes connect residential and business areas within, or near to, Culver City limits. IntraCity routes occur along Local Streets and Collectors, as well as Primary and Secondary Arteries. These routes are intended to serve and encourage ridership from Low Density Single Family and Low Density Two Family neighborhoods, and the Jefferson Boulevard industrial area, as well as the multiple family, commercial, industrial and institutional uses served by the InterCity routes. IntraCity routes are intended to serve and encourage ridership by Culver City residents, including students and seniors, for workday trips.



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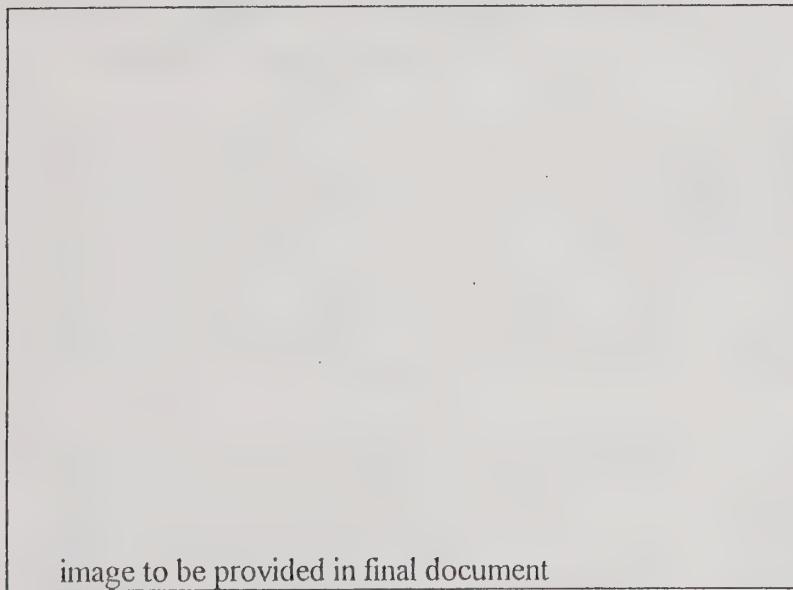
CULVER CITY

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C I R C U L A T I O N E L E M E N T S

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FIGURE C-5-4
Culver City Bus Routes Map

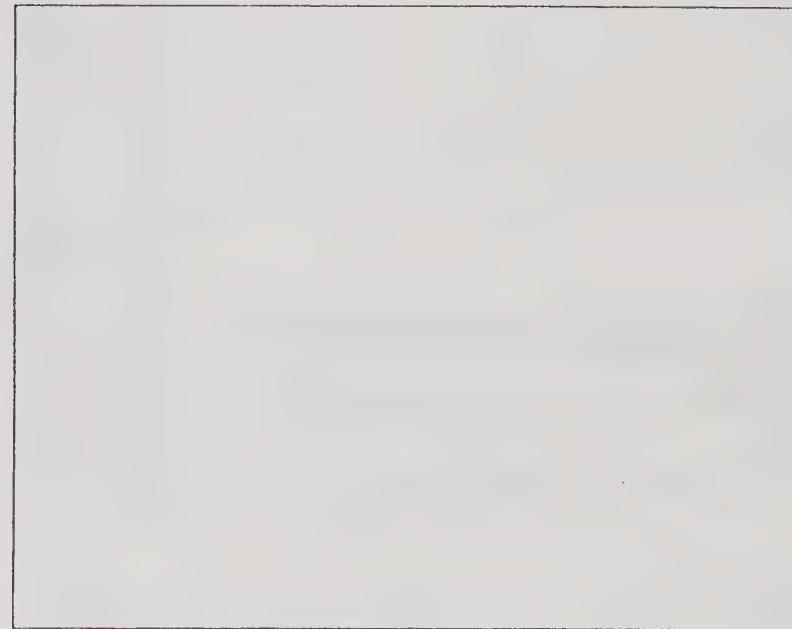


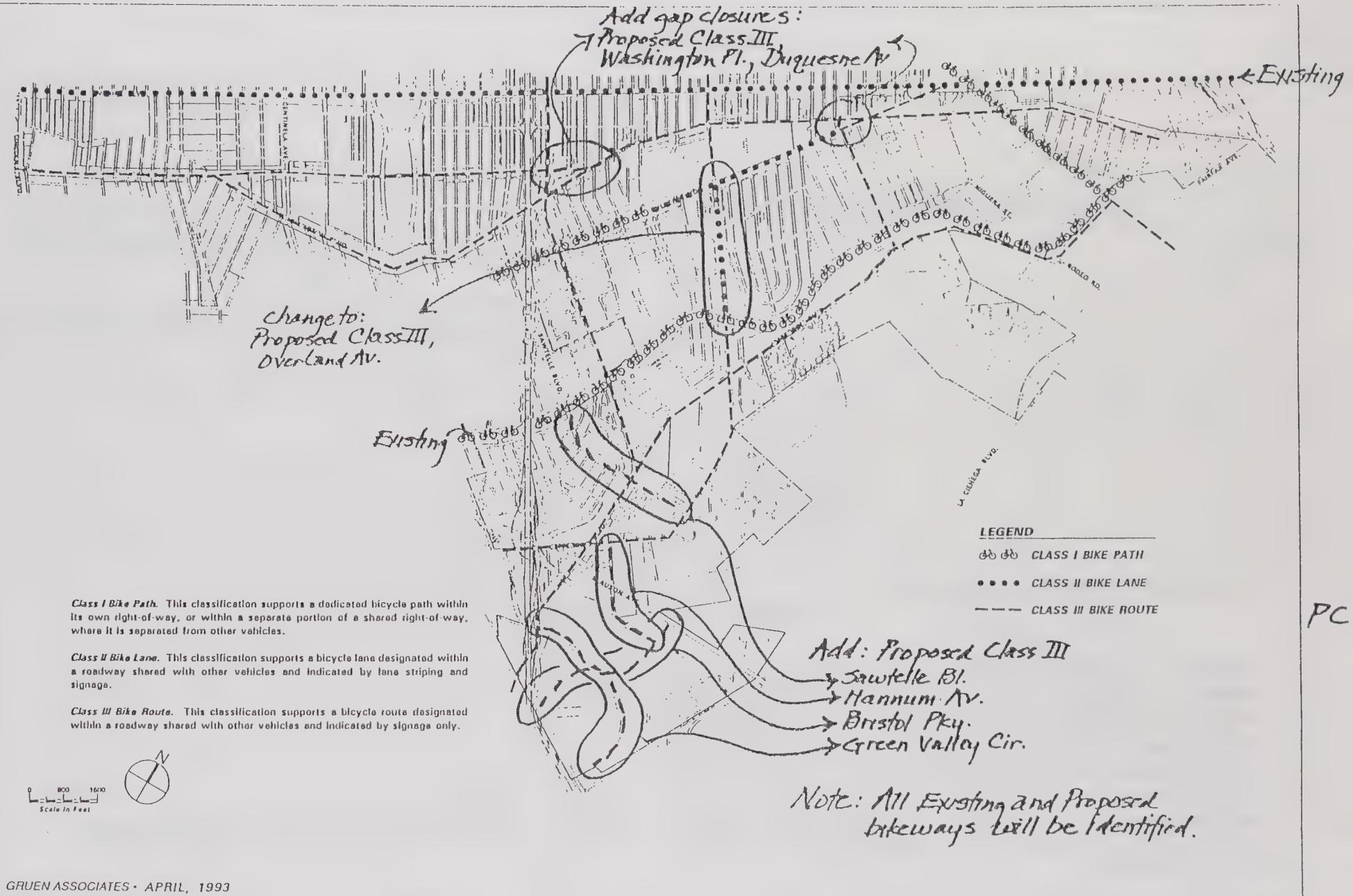
BIKEWAY CLASSIFICATIONS. Bikeway classifications are intended to provide and encourage alternative access for both work and leisure trips within the City and the surrounding areas, as well as active recreation opportunities (see Figure C-6, Existing and Proposed Bikeway Classifications Map). Classifications are provided to identify types of bikeways and to assist in developing proposed bikeways, establishing specific bikeway standards and support facilities as part of a Citywide Bikeway Master-Plan (see Implementation Section and the Open Space Element).

Class I Bike Path. This classification supports a dedicated bicycle path within its own right-of-way, or within a separate portion of a shared right-of-way, where it is separated from other vehicles.

Class II Bike Lane. This classification supports a bicycle lane designated within a roadway shared with other vehicles and indicated by lane striping and signage.

Class III Bike Route. This classification supports a bicycle route designated within a roadway shared with other vehicles and indicated by signage only.





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Existing and Proposed

Bikeway Classifications Map

C I R C U L A T I O N E L E M E N T

C-16

FIGURE C-65

GOAL: *Integrated local and regional transportation systems that serve residential and business needs.*

Several factors contribute to the integration of effective circulation within the City and surrounding areas. Traffic flow within Culver City ranges from excellent to fair. However, growing congestion from more densely developed neighboring areas is rapidly overflowing onto Culver City streets. Congestion and delays on Primary and Secondary Arteries encourage spillover and cut-through traffic in residential neighborhoods. Measures to improve movements on the City's roadways could reduce congestion and related air and noise pollution.

Increased transit ridership could further reduce congestion. Culver CityBus and other transit services provide mobility to transit-dependent populations (the young, elderly, disabled and persons with no other vehicle). Expansion and enhancement to transit service could attract additional ridership away from carools or single occupant vehicle travel. However, those who live adjacent to transit facilities have serious concerns regarding the impacts that rail transit and maintenance yards may have on their neighborhoods. Transit improvements need to be developed in concert with measures to protect the areas they serve.

The Ballona Creek Bike Path presently traverses the City and connects Culver City to the coast. Although many people use Ballona Creek as a recreation resource, many more are unaware of the bike path's existence or do not consider its value as an alternative circulation route. This bikeway should be the backbone for a citywide bicycle system. Bikeway classifications and support facilities could encourage bicycle travel as an acceptable alternative to vehicle commuting and an attractive way to access the City's downtown, park, studio, historic and civic areas.

The pedestrian friendliness of the City's neighborhoods and commercial corridors can encourage walking as an alternative to driving and can contribute to their stability and success. To be inviting, pedestrian access must be convenient, safe and attractive both as pedestrian excursions and as extensions of vehicle trips.

Culver City's senior population (age 65 year and older) increased 29% from 1980 to 1990 (see Housing Element). To support the needs of this group, the City has participated in development of senior housing projects along primary arteries which are served by CityBus transit. Similar to seniors, disabled populations can benefit from pedestrian, transit and paratransit systems resources. Sensitive planning to reduce conflicts for these groups can increase the mobility of these populations.

Conveniently accessed parking may reduce driving time spent looking for a space. However, provision of excessive parking can be unsightly, waste precious land resources, and be at odds with measures to improve transit orientation, pedestrian access and ridesharing programs, and attempts to reduce congestion and improve air quality. Appropriate parking standards must address access, configuration and both minimum and maximum spaces per land use.

OBJECTIVE 1. Improved Traffic Flow. Reduce traffic congestion throughout the City.

Policy (1.A) Facilitate movement of vehicles at intersections and along roadway links by increasing capacity, improving operation, and reducing volumes as appropriate and feasible.

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Policy (1.B) Maintain and annually update the Capital Improvement Program Action Plan to effectuate roadway improvements recommended in the Pavement Master Plan.

Policy (1.C) Ensure that roadways are maintained according to City standards applicable to their classification.

Policy (1.D) Assign high priority to roadway improvements which facilitate traffic flow without adding right-of-way or widening roadways.

Policy (1.E) Improve traffic flow in areas of high traffic volume by assigning high priority to roadway improvements, transit links, and bikeways which serve these areas (see Implementation Section).

Policy (1.F) Reduce driveways and curb cuts on arterials in favor of side street and alley access, where appropriate, considering potential impacts on the neighborhoods served by the side streets.

Policy (1.G) Reduce access points and curb cuts on arterials through cross-access agreements between adjacent properties or lot consolidation incentives and requirements.

Policy (1.H) Examine opportunities for peak-period on-street parking restrictions and commensurate off-street parking development on congested arterials, provided these parking reductions do not injure the economic viability of adjacent businesses.

Policy (1.I) Relieve artery congestion due to freeway ramp metering through methods such as signage and diverters which direct traffic to alternative routes.

Policy (1.J) Study the potential realignment of the I-405 freeway ramps in relation to Culver Boulevard, Sawtelle Boulevard and Braddock Drive for the effect on traffic patterns and potential improvements in traffic flow as part of the Culver Boulevard Master Plan (see Implementation Section and Land Use Element).

OBJECTIVE 2. Public Transit. Expand public transit service and ridership.

Policy (2.A) Support, with conditions, development of fixed guideway transit in the Transit Corridors (refer to Objective 8, Neighborhood Protection).

Policy (2.B) Support design and operation of public transit systems that ensure the comfort and safety of all transit passengers.

Policy (2.C) Maintain levels of transit service that are adequate to meet and encourage ridership demand.

Policy (2.D) Expand Culver CityBus routes and service levels to address new potential markets and levels of demand.

Image to be provided in final document.

Transit Station

Policy (2.E) Support development of a *CityShuttle* service to link major activity and transit centers during peak demand periods.

Policy (2.F) Increase transit service to enhance central Culver City's pedestrian oriented character.

Policy (2.G) Develop an outreach program to educate those who live or work in Culver City about transit and encourage their use of it.

Policy (2.H) Encourage public transit links to sites of high trip-generating uses to maximize transit use by patrons and employees (see Land Use Policy 6.I).

Policy (2.I) Encourage potential joint MTA-private development of a transit station within Culver City, provided there is adequate mitigation of access, safety, noise and aesthetic issues.

Policy (2.J) Encourage the location of transit stations accessible to employees of the industrial and commercial business areas of Culver City, but which would not intrude upon the residential neighborhoods (see Implementation Section).

Policy (2.K) Support MTA funding to enhance feeder service to MTA rail stations.

Policy (2.L) Provide sound walls or other effective noise mitigation measures along roadways and transit corridors that border on residential neighborhoods and noise sensitive land uses (see Noise Element).

Policy (2.M) Require adherence to design criteria and performance standards for City support of regional transit system expansion affecting the City.

Policy (2.N) Prohibit at-grade crossings of light-rail transit within Culver City.

Policy (2.O) Prohibit at-grade or elevated alignments of light-rail transit adjacent to residential neighborhoods.

Policy (2.P) Encourage large developments to contribute to City transportation capital and operation funding as part of project traffic mitigation measures.

OBJECTIVE 3. Bikeways. *Provide a system of safe and enjoyable bikeways and support facilities.*

Policy (3.A) Adopt a comprehensive bikeway Master plan for the City which establishes City routes, identifies opportunities for staging areas and specifies appropriate standards for bikeways and support facilities (see Open Space Element).

Policy (3.AB) Expand the bicycle system to include loops which connect the Ballona Creek Bicycle Path to activity centers in the City.

Policy (3.BC) Expand the bicycle system to include linear routes which connect to routes in adjacent jurisdictions and which traverse the City.

Policy (3.CD) Seek public and private contributions to provide support facilities for bicycle users (such as racks, secure storage, drinking fountains, etc.) where bikeways connect to turn-outs, parks and other open space areas, as appropriate (see Open Space Element).

Policy (3.DE) Ensure actual and perceived safety of bikeways through crime prevention measures.

Policy (3.I) Provide bike lockers and staging areas for public use in safe and convenient locations within commercial corridors.

Policy (3.J) Promote public education programs regarding bicycle safety and the City's bicycle resources.

OBJECTIVE 4. Pedestrian Access. Provide convenient and pleasant pedestrian access.

Policy (4.A) Facilitate pedestrian orientation of streetscapes along Commercial Corridors designated as Neighborhood Serving and Mixed-Use-Emphasis-(see Land Use Element).

Policy (4.B) Enhance the user friendliness of pedestrian staging areas at transit links (bus stops and possible future rail stations) throughout the City.

Policy (4.C) Provide safe and attractive pedestrian walkways/sidewalks which link streets and parking areas to the entrances of major developments.

Bike Facilities at Culver City Public Library

Policy (3.EF) Encourage the inclusion of a bike path within the Exposition Right-of-Way and any future transit corridors with adequate right-of-way to safely support both uses.

Policy (3.F) Adopt a comprehensive bikeway master plan for the City which establishes City routes, identifies opportunities for staging areas and specifies appropriate standards for bikeways and support facilities (see Open Space Element).

Policy (3.G) Encourage large business, commercial centers and industrial parks to include bike lockers, or other secure bicycle storage and related facilities, to support bicycle commuting by employees.

Policy (3.H) Develop plans to facilitate bicycle commuting.



Pedestrian Access

Policy (4.D) Enhance the aesthetic qualities of pedestrian access routes by increasing amenities, such as trees, awnings, lighting, street furniture, and drinking fountains, etc. (see Open Space Element).

Policy (4.E) Ensure actual and perceived safety of pedestrian areas through crime prevention measures.

Policy (4.F) Increase pedestrian links between neighborhood serving retail uses and adjacent residential neighborhoods (see Land Use Element Policy 6.G).

Policy (4.G) Establish pedestrian access across existing barriers such as freeways, Ballona Creek, and long, uninterrupted blocks, and require pedestrian links across potential future access barriers (such as the Exposition Transit Corridor).

Policy (4.H) Promote public education programs regarding the City's pedestrian resources and pedestrian safety, especially the use of pedestrian signals at street intersections.

Policy (4.I) Encourage business signage which is easily readable and visually attractive for pedestrians.

Policy (4.J) Where feasible, add curb extensions and medians or other safety measures along arteries to shorten the pedestrian crossing.

OBJECTIVE 5. Senior and disabled access. Ensure the City's pedestrian, transit and paratransit systems are accessible to senior and disabled populations.

Policy (5.A.) Expand City Dial-A-Ride services and enhance coordination with adjacent jurisdictions.

Policy (5.B) Continue efforts to eliminate barriers to wheelchairs in the public and private pedestrian rights-of-way.

Policy (5.C) Promote information on pedestrian, transit and paratransit resources at health care and senior residence facilities.

Policy (5.D) Ensure that button controls for pedestrian crossings are physically accessible for persons in wheelchairs and that adequate time is allowed for seniors and disabled persons to cross the entire street during one signal phase.

Policy (5.E) Provide seating at all major transit stops and along extended pedestrian accessways to provide resting opportunities for seniors and disabled persons.

OBJECTIVE 6. Parking. Optimize parking availability.

Policy (6.A) Reexamine City parking standards on a regular basis to ensure a balance between sufficiency and restrictiveness, and periodically update the standards to reflect conditions at that time.

Policy (6.AB) Reduce pressure on on-street parking through provision of private and public off-street parking facilities.

Policy (6.BC) Establish both minimum and maximum appropriate allowable parking requirements to provide adequate but not excessive parking, particularly in areas with transit orientation, pedestrian access and ridesharing programs.

Policy (6.CD) Allow shared parking for adjacent uses, where appropriate.

Policy (6.DE) Pursue opportunities for providing parking that serves clusters of business along commercial corridors (see Land Use Element Policy 6.C).

Policy (6.EF) Modify the parking requirement and design standards for small individual uses along Commercial Corridors to

encourage clustered, shared parking facilities, particularly in areas designated as neighborhood serving.

Policy (6.FG) Develop parking standards appropriate to the to allow a "One-Lot Extension" into appropriate residentially zoned areas along adjacent to commercial corridors where commercial lot depth is limited (see Land Use Element Policy 6.ED).

Policy (6.GH) Reduce intrusion of spillover parking on residential streets from commercial and industrial uses.

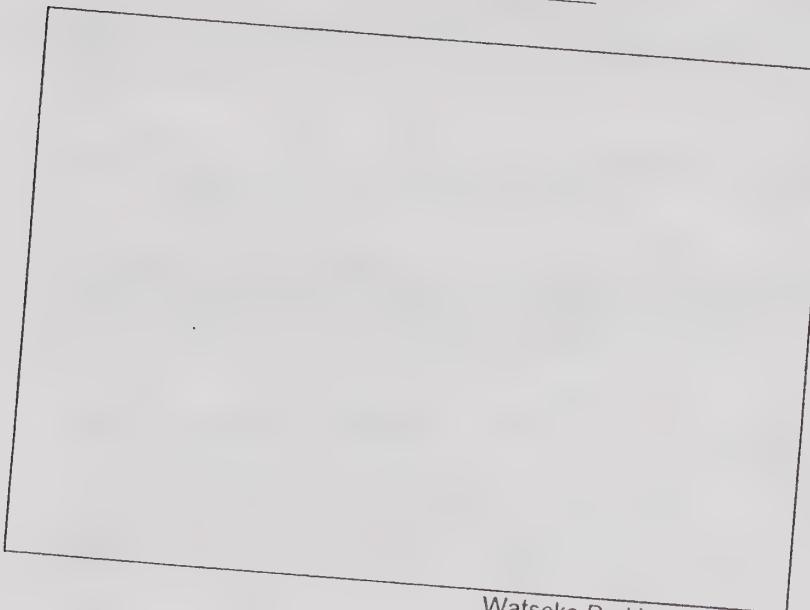
Policy (6.H) Reexamine City parking standards on a regular basis to ensure a balance between sufficiency and restrictiveness.

Policy (6.I) Study the potential for counting on-street parking as a means of meeting a portion of the off-street parking required for uses along commercial corridors.

OBJECTIVE 7. Traffic Safety. Minimize traffic hazards and accidents.

Policy (7.A) Review traffic accident records on a regular basis to identify and address problem locations.

Policy (7.B) Minimize potential traffic hazards at new developments.



Watseka Parking Structure

Landscaped Medians at Fox Hills Mall

GOAL: Residential neighborhoods that offer residents the qualities of a peaceful small-town environment.

To protect the peaceful nature of the City's neighborhoods, non-residential parking intrusion and cut-through traffic must be reduced. This could be addressed in part through, but not limited to, permit parking in the residential zones, controlling traffic flow on arterials, and by supporting public transit.

OBJECTIVE 8. Neighborhood Protection.—Protect residential neighborhoods from the impacts of cut-through traffic, non-residential parking and transit system expansion.— Provide for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the neighborhood's quality of life.

Policy (8.A) Further develop programs for identifying, reviewing, and developing appropriate neighborhood protection plans, including implementation of the Neighborhood Traffic Management Program.

Policy (8.AB) Reduce traffic intrusion into residential neighborhoods through measures to reduce arterial congestion (Policies 2.A-2.H Objective 1, above).

Policy (8.BC) Install traffic control devices, such as stop signs, and traffic diverters, to keep traffic from cutting through residential areas.

Policy (8.CD) Apply design criteria and performance standards to ensure that transit expansion impacts on the City's neighborhoods are minimized and mitigated.

Policy (8.DE) Allow neighborhoods to request permit-only parking in areas subject to overflow parking from adjacent uses.

GOAL: An open-space-urban design, urban forest, open space network that links neighborhoods and businesses, and instills civic pride.

Culver City's residential streets are enhanced by mature street trees which extend a sense of openness and green-space. Many of the commercial and industrial streetscapes have fewer street trees, no landscape buffers and few pedestrian amenities. Urban design improvements could provide visual and functional amenities to support a sense of positive identity.

The skewed and discontinuous nature of the City's street system often confuses visitor orientation. Irregular City boundaries are similarly confusing and reduce the ability to identify whether a location is within Culver City. Enhanced street and locational signage could more effectively direct traffic movement and identify City boundaries.

OBJECTIVE 9. Streetscape. Integrate transportation and urban design systems through streetscape improvements.

Policy (9.A) Enhance the aesthetics of the City's streets through landscaping of raised medians, consistent with a comprehensive streetscape master plan (see Land Use and Open Space Elements).

Policy (9.B) Create a sense of separation between vehicle and pedestrian uses through continued street tree planting and parkway development, consistent with a comprehensive streetscape master plan (see Land Use and Open Space Elements).

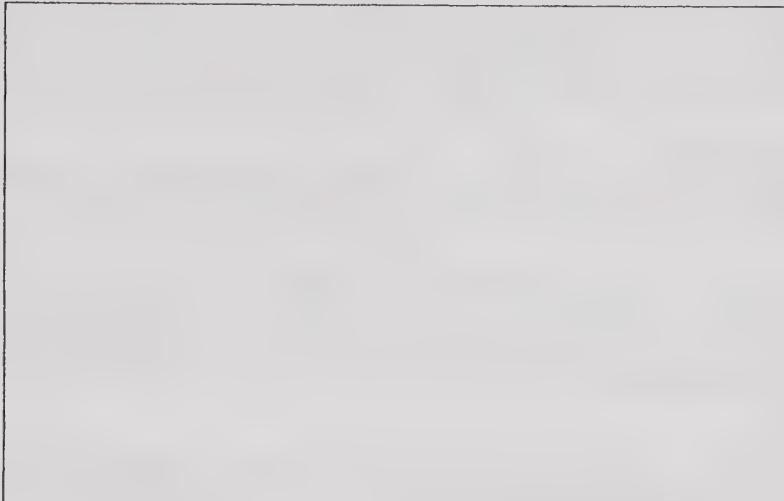
CIRCULATION ELEMENT

OBJECTIVE 10. *Signage. Minimize street grid confusion through enhanced street, location and directional signage.*

Policy (10.A) Develop street name signage which is easily readable and distinctly different from City of Los Angeles street signs, consistent with a Citywide Streetscape Master Plan.

Policy (10.B) Develop location and directional signage for areas of the City with skewed and discontinuous streets, such as the Jefferson-Sepulveda Boulevard intersections.

Policy (10.C) Provide signs at major City gateways to indicate arrival into Culver City and to indicate the direction to heavily frequented destinations and points of interest, such as Fox Hills Mall and the Civic Center.



Ballona Creek Bikeway Sign, 1994

GOAL: *Clear and consistent guidance for balanced growth.*

The principal intent of the Circulation Element is to work in tandem with the other General Plan Elements to establish and maintain a circulation and transportation system. To ensure that Circulation Element policies appropriately address both local and regional needs, the City must review other circulation-related programs inside and outside the City on an ongoing basis. The interface between the Circulation Element and ongoing regional programs should be monitored to reduce conflicts and to seek policy guidance as a basis for participation in regional policy efforts. In addition, this coordination will serve as a basis for monitoring the adequacy and relevance of the Circulation Element relative to the long-term issues facing the City and its need for revision.

OBJECTIVE 11. *Interagency Coordination. Coordinate the Circulation Element with other City and regional policies.*

Policy (11.A) Coordinate future updates of the Circulation and Land Use Elements to ensure that they are consistent and mutually supportive.

Policy (11.B) Coordinate the General Plan Circulation Element policies with other City policies and programs to establish clear and internally consistent development standards.

Policy (11.C) Coordinate with and support regional transportation planning efforts such as the Congestion Management Plan, the 30-Year Plan and Regional Mobility Element of the Regional Comprehensive Plan, through active participation in areawide processes to address circulation policies, such as High Occupancy Vehicle (HOV) lanes and Smart Corridor projects.

GOAL: *Ample and efficient city services and infrastructure.*

Facility expansion and maintenance required to achieve some of the above policies require funding. These costs should be allocated to existing funding sources according to their demand for transportation services. The City should take advantage of new funding sources for meeting the needs of transportation system development and upkeep.

OBJECTIVE 12. Resource Allocation. *Equitably allocate costs of capital improvements and operating and maintenance expenses of the transportation system.*

Policy (12.A) Ensure that new development in the City assumes its share of improvement costs.

Policy (12.B) Coordinate with adjacent jurisdictions to ensure that new development outside the City assumes its share of costs for improvements necessary to mitigate associated impacts within Culver City.

OBJECTIVE 13. Revenue Sources. *Expand revenue sources available for transportation system development, operation and maintenance.*

Policy (13.A) Propose demonstration projects consistent with Circulation Element policies which may be funded by revenues other than the City's General Fund or bonding mechanisms.

Policy (13.B) Monitor the range of new revenue sources available, and pursue these funding opportunities, as appropriate.

Implementation Measures

CIRCULATION ELEMENT

This section presents implementation strategies for objectives and policies of the Circulation Element. Strategies include:

Regional System Improvements

Roadway System Improvements

Transportation Demand Management

Transit System Development Standards

Citywide Bikeway Master Plan

Pedestrian Access Standards

Parking Standards

Neighborhood Protection Efforts

Streetscape and Circulation Signage

Coordination with Adjacent Jurisdictions

Pursuit of Diversified Funding

Administration of the Circulation Element

MEASURE 1. PARTICIPATE IN REGIONAL SYSTEM IMPROVEMENTS. By participation in programs by federal, state and regional agencies to improve regional transportation systems, Culver City can have an active voice in the funding and development of facilities that could also benefit the needs of its residents and businesses. Specific regional improvement programs include:

A. Continue to Support the Smart Corridor Demonstration Project. Culver City, in conjunction with Caltrans and LADOT, has approved a "Smart Corridor" system along Washington Boulevard and Washington Place. The "Smart Corridor" demonstration project will coordinate signals on surface streets with freeway traffic congestion, to allow the streets which parallel the Santa Monica Freeway to be used as alternate routes during recurrent congestion or accidents on the freeway. The signals within this "Smart Corridor" will become part of the City of Los Angeles' ATSAC (Automated Traffic Surveillance and Control) system. This ATSAC system will better coordinate the traffic signals along the corridor and will be able to react to traffic

conditions in order to better keep traffic flowing. Experience has shown that this system can increase traffic capacity by five to thirteen percent. During times of congestion, overhead message signs on the freeway will direct motorists to surface streets that are part of the system, such as Washington Boulevard and Washington Place.

B. Support High-Occupancy Vehicle (HOV) lanes on the San Diego Freeway. Caltrans is studying the feasibility of constructing High Occupancy Vehicle (HOV) lanes on the San Diego Freeway. These improvements could have either a negative or positive impact on the Culver City street system, depending on their design. The City should closely coordinate with Caltrans on the design and construction of any of these improvements.

C. Study extending—Resolving Access Problems to the Santa Monica Freeway in the Area of Culver, Boulevard-to-Robertson, and National Boulevards. The present downtown circulation system lacks adequate access to the Santa Monica Freeway. One historical result of this situation is that freeway bound traffic passes through the Lucerne-Higuera residential neighborhood. If Culver Boulevard could be extended to Robertson Boulevard, near the Santa Monica Freeway, it would provide the downtown area with freeway access and roadway bottlenecks in this area could be redesigned. It may facilitate access to the freeway and to the districts of Beverly Hills and West Hollywood other areas of the region, and may relieve pressures on streets such as National Boulevard and Higuera Street. Cooperation with the City of Los Angeles and Caltrans would be needed in order to construct this improvement (Figure C-7, Possible Culver Boulevard Extension).

D. Coordinate with Caltrans to improve traffic flow to, from and on state regulated facilities. Caltrans plans, operates and maintains the regional freeway system and state highways, including the Santa Monica Freeway (I-10), the San Diego Freeway

(I-405) and the Marina Freeway (SR-90), as well as Venice and Lincoln Boulevards. Culver City must shall coordinate with Caltrans regarding any improvements that should be added or deleted from Caltrans adopted plans in order to be consistent with Culver City circulation policies, such as the following:

- *Oppose eastern extension of the Marina Freeway (SR-90).* Presently, the Marina Freeway terminates at Slauson Avenue east of Hannum Avenue. The Caltrans-adopted freeway plan still shows the extension of this freeway east from its present terminus, even though the land has been sold. There are no Caltrans plans at present to construct this extension, and it may be unrealistic that it could be constructed in the future. This link should be removed from the Caltrans plans.
- *Widen the southbound on-ramp from Sawtelle Boulevard to the San Diego Freeway.* This widening would allow two lanes at the ramp meter (see Figure C-8, Sawtelle On Ramp at I-405 Southbound). This will increase the amount of storage on the ramp and decrease the backup of traffic queue onto Sawtelle Boulevard.

Figure C-86

Sawtelle On Ramp at I-405 Southbound

- *Improve metered freeway on-ramps.* Coordinate a study with Caltrans to investigate the potential of on-ramp improvements that would improve queuing capacity and minimize artery congestion at metered on-ramps throughout the City (see also Culver Boulevard Master Plan, below and in Land Use Element).

MEASURE 2. CONTINUE ROADWAY SYSTEM IMPROVEMENTS. As land uses change or intensify, City roadway systems will need improvements to better serve and/or mitigate associated circulation demands. Ongoing improvement measures may be supplemented with new standards or programs to address land use needs. Roadway system improvements consistent with Circulation Element policies include:

- A. Prepare a Culver Boulevard-Master-Plan Focused Special Study. The Culver Boulevard Master Plan (see Figure C-9, Culver Boulevard-Master-Plan Focused Special Study) will address the relationship and development of the full right-of-way west of Elenda Street, the potential relocation of the I-405 interchange ramps at Braddock Drive and Culver Boulevard and the possible creation of a cul-de-sac at Braddock Drive and Sawtelle Boulevard. Relocation of all or part of the freeway interchange would reduce through traffic on Braddock Drive, which is used as an alternative to Culver Boulevard to access the San Diego Freeway. Additional issues related to the re-alignment of roadway and freeway ramps include landscaping and open space potential (such as linear park, landscape medians and/or expanded parkways), and creation of a bikeway should be analyzed in the plan. freeway connections and traffic flow improvements to improve the interface between residential uses and the street right-of-way. The Focused Special Study will address street design, cut-through traffic, streetscape improvements including a potential linear park, a potential bikeway, and the unintended consequences of any proposed modification plan, in order to reduce negative traffic impacts within the study.

area. The Culver Boulevard Master-Plan-Focused Special Study is also discussed in the Land Use and Open Space Elements (see Land Use Element Implementation Section).

B. Evaluate Extending Stocker Street to West Los Angeles College. Evaluate a limited extension to West Los Angeles College from La Cienega Boulevard, subject to the findings of the Specific Plan-Focused Special Study for the Blair Hills and Los Angeles County area, and the defined requirement that it does not become a through route to Overland Avenue (see Land Use Element Implementation Section).

C. Evaluate Freshman Drive Extension. Evaluate the extension of Freshman Drive to connect to Jefferson Boulevard as part of the proposed Specific Plan for the Blair Hills area (see Figure C-10, Possible-Freshman-Drive-Extension, and the Land Use Element Implementation Section).

Figure C-97 Culver Boulevard-Master-Plan Focused Special Study

Figure C-10

Possible Freshman Drive Extension

D. Widen Overland Avenue north of Washington Boulevard. Overland Avenue is classified as a Primary Artery within Culver City and has two lanes in either direction south of Washington Boulevard. The portion of Overland Avenue north of Washington Boulevard only consists of one lane in the northbound direction. This easterly portion side of Overland Avenue, which has been widened, is currently located in the City of Los Angeles while the westerly side is in the Culver City. This bottleneck is very evident with heavy congestion occurring here during the in this area throughout the day, increasing during peak-hours and other times. The City of Los Angeles has already commenced the acquisition of right-of-way acquisition for this widening.

E. Improve Washington Boulevard and Washington Place Intersections. Although the mobility at both the western and eastern Washington Boulevard and Washington Place intersections is within an acceptable range, the road alignment leads to operational and safety concerns. The tight curves in the vicinity of the intersections can create a constricted feel for motorists. Intersection improvements, which included enhanced signage and simplified turning movements, could remedy this situation (see Figure C-11, Washington Boulevard/ Washington Place improvements).



Figure C-118

Areas of potential improvements to Washington Boulevard/Washington Place intersections

F. Establish Curb Cut Guidelines. Guidelines which limit the location and number of driveway curb cuts, consistent with street classifications and land use designations, will minimize inappropriate access points on the City's Primary Arteries. Where appropriate, side, rear and mid-block entries will be favored over individual driveway entries from Primary Arteries. Driveways on side streets, and rear or alley access should be allowed only after considering potential impacts on the neighborhoods served by the side streets (see Policy 1.F).

G. Improve Signal Phasing. The skewed and discontinuous nature of many of the City's intersections often causes confusion in motorists minds as to whether vehicles are turning or proceeding straight. This confusion results in a loss of intersection efficiency and thereby capacity. Efficiency at intersections could be improved by splitting signal phases where appropriate (i.e. northbound and southbound movements on separate phases) and sequentially timing signals to facilitate movement along corridors.

H. Study Peak-Period On-Street Parking Restrictions. The potential use of parking lanes as traffic lanes during peak-hour periods could substantially improve traffic flow on the City's heavily travelled streets. The addition of one lane in each direction may only be needed in critical locations such as Sepulveda Boulevard between Jefferson Boulevard and Playa Street and in the area of the I-405 on-ramps. These additional lanes could provide for through movements or allow additional turn pockets, based on site-specific needs. However, the restriction of peak hour traffic may have an effect on the economic viability of adjacent businesses. Therefore, the study needs to identify the impact on adjacent businesses, any potential impact on pedestrian vitality and evaluate the opportunity for additional parking alternatives.

I. Continue to Implement the Pavement Master Plan. Annually review the progress of implementation of the Pavement Master Plan to set fiscal year priorities toward paving—maintaining the City's unpaved access routes, while maintaining existing surface paving existing paved surfaces and paving the remaining unpaved alleys.

J. Continue to Require Minimums for Rights-of-Way. Require minimum paved widths and overall right-of-way widths for future driveways and alleys and for future private local streets.

K. Continue to Pursue Right-of-Way Dedications. Where appropriate, widen rights-of-way to accommodate needed improvements for intersections, travel or parking lanes, landscape improvements or sidewalk widenings.

MEASURE 3. CONTINUE TRANSPORTATION DEMAND MANAGEMENT (TDM). While the proposed highway, bus, and rail programs would increase the supply of transportation options, Transportation Demand Management (TDM) Programs promote the demand for alternative transportation by creating incentives to reduce single-occupant auto trips and overall trip-making. TDM programs are intended to:

- Enhance the attractiveness of ridesharing as an alternative to single occupant automobile travel;
- Maximize ridership on the evolving bus and rail systems and carpool lane network; and
- Reduce overall trips and vehicle miles traveled.

A. Participate in MTA's 30-Year Plan Long Term Planning.

Coordination between MTA and AQMD has resulted in compatibility between AQMP and CMP requirements. Participation by Culver City in MTA's TDM programs fulfills its obligations under the CMP. City TDM programs included in the

Circulation Element and Air Quality Plan will also meet the current requirements for Transportation Control Measures under the AQMP (see the Air Quality Plan).

B. Adopt a Transportation Demand Management Ordinance.

Under the Congestion Management Plan, prior to the approval of a specific development project, TDM improvements must be included. The type and amount of TDM would vary with the size of the project but could include items such as providing a bulletin board displaying transportation information such as current maps, routes and schedules for public transit routes serving the site and ridesharing information; providing preferential parking for car and van pools; and providing bicycle facilities.

The City should take a proactive approach to TDM and reduction of Vehicle Miles Traveled (VMT), beyond minimum regional requirements. In high density commercial and industrial areas (such as Fox Hills, Downtown, Hayden Tract, studio areas) determine what TDM goals are desirable and attainable, and who should be implementing and monitoring these measures. Provide incentives, such as reduced parking requirements, for developments that encourage alternate commute modes. These facilities could include showers, lockers, bike racks and "in-lieu" payments for not driving to work.

MEASURE 4. ADOPT NEW TRANSIT SYSTEM DEVELOPMENTS AND STANDARDS. In addition to classification of transit corridors to reflect City policy, adoption of Transit System Development Standards can explicitly establish criteria for the development of transit facilities within Culver City. Development standards and design guidelines can be used to determine the acceptability of a proposal for transit corridors, stations and support facilities. They can also establish acceptable levels of access, safety,

noise and aesthetic impacts. Criteria can be included to encourage the location of transit facilities within compatible land use areas.

A. Continue Coordination with MTA Regarding Transit System Expansion. Coordinate with MTA to review and comment on transit system expansion and development proposals, relative to General Plan policy. By participation with MTA in decision making and funding, in-the-30-Year-Plan-and-CCAP, Culver City can have a more active voice in shaping regional transportation improvements which may benefit and protect City interests.

B. Extend Culver CityBus Routes. Extend and develop new InterCity routes to serve worksites and additional destinations such as Playa Vista, the South Bay, Downtown Los Angeles and Century City areas appropriate to potential ridership demands. As new transit facilities become available and/or CityBus service expands, coordinate new connecting service with other providers.

C. Expand IntraCity CityBus Routes. Expand Culver CityBus service within Culver City by developing a *CityShuttle* route which links major activity and transit centers during peak demand periods.

D. Site a New Culver CityBus Yard. Select a site for a new Culver CityBus yard to replace the existing overcrowded facility, in coordination with MTA.

E. Continue Far-Side Bus Stops. Assign high priority to far-side bus stops (stops on the far, or out-bound side of the intersections) wherever practical. As traffic on City streets increases, more buses are needed to maintain existing headways. Far-Side bus stops improve the speed of the buses and promote safety by avoiding many of the conflicts between buses and other vehicles' turning movements that occur when a bus is stopped at the entrance to an

intersection. Where possible and appropriate, also include consideration of bus stop turn-outs.

F. Expand Dial-A-Ride Services. Expand Dial-A-Ride services to provide service to transit dependent populations, such as seniors and the disabled, and to address new potential markets and levels of demand (also see Measure 11, Pursue Diversified Funding).

G. Establish Development Standards for Fixed Guideway Transit Corridors. Establish development standards for fixed guideway transit corridors that address neighborhood protection; corridor design; station location; access; circulation; parking; safety; aesthetics; and adjacent development standards (see Land Use Element).

MEASURE 5. ADOPT A CITYWIDE BIKEWAY MASTER PLAN. There are presently two marked bikeways which serve Culver City: the Ballona Creek Bike Path and the bike lanes along Venice Boulevard. ~~With the adoption of this Circulation Element, bikeways are designated for all of the City's Primary Arteries, except Slauson Avenue, as well as along National Boulevard. Classifications of these bikeways are indicated in Figure C-6, Bikeway Classifications Map.~~

To effectively expand the City's bikeway system, ~~a~~ The existing bikeway system within the City is proposed to be expanded with connections to the regional system. A Citywide Bikeway Master Plan should be adopted which includes the following will be developed which identified potential bikeways and sets standards for construction and support facilities. Classification of the existing and proposed bikeway are indicated in Figure C-6, Existing and Proposed Bikeway Classification Map.

A. Coordinate and Include Citywide Bikeway Policies with the Ballona Creek Specific Plan Focused Special Study. The Land

Use Element designates Ballona Creek as a Specific-Plan-Focused Special Study Area to determine its potential for development as a recreation resource. The Circulation Element supports this intention through classification of the Ballona Creek bikeway as a Class I Bike Path. Both the Ballona Creek Specific-Plan-Focused Special Study and the Citywide Bikeway Master-Plan seek to visually and physically link this bikeway to other circulation systems and open space resources. Functional considerations addressed by the Master-Bikeway Plan will be balanced with Specific-Plan-Focused Special Study concerns regarding the safety, aesthetics, noise, interagency coordination regarding maintenance and development, and the effects of appropriate and inappropriate use on adjacent residential properties. Ongoing safety and maintenance programs will be addressed by both (see Land Use and Open Space Elements Implementation Sections).

B. Develop a Class I bike path within the Exposition Right-of-Way. This bike path can connect to the Ballona Creek Bike Path and other bikeways designated within the City. Development of the bike path within the Exposition Right-of-Way should be in coordination with MTA transportation planning efforts.

C. Develop a Bikeway along Culver Boulevard. Develop a Class I bike path on Culver Boulevard west of Elenda Street that, with the coordination of Los Angeles City, could extend west to Marina Del Rey; and develop a Class II bike lane east of Elenda Street to Downtown.

D. Develop a Bikeway Loop connecting Ballona Creek Bike Path to Downtown. By designating a Class II bicycle lane along Overland Avenue, Culver Boulevard and Washington Boulevard through downtown connecting to Ballona Creek and the Exposition Right-of-Way, a complete bikeway loop can be created. This loop

system could provide not only recreation and alternative access, but could also become the focus of City-sponsored cycling events.

E. Sign Class II and III Bikeways. As a minimum, sign Class III, and Class II bikeways where appropriate, on Washington, Jefferson and Sepulveda Boulevards, Overland and Duquesne Avenues, Washington Place, Playa Street and any future adopted routes in coordination with adjacent jurisdictions and MTA.

F. Provide Bikeway Support Facilities. Identify locations and standards for providing public bike racks or bike lockers and staging areas in City parks and along corridors, and for providing similar bicycle related facilities to support bicycle commuting by employees in commercial centers and industrial parks.

G. Provide Bikeway Enhancement. Identify and develop appropriate landscape treatment along bikeways where possible and appropriate throughout the City.

Ballona Creek Bikeway Ramp at Kronenthal Park

H. Coordinate Bikeway Development with Appropriate City Departments. Design and development of bikeways is to be coordinated with and reviewed by appropriate City departments to ensure the defensibility and safety of bikeways within the City. Police patrol of bikeways will also be sought to ensure the safety of riders and the protection of adjacent residents from inappropriate use of City bikeways, especially Ballona Creek.

I. Develop a Bicycle Safety Program. Establish a public education program (such as a school curriculum and special civic events) regarding bicycle and pedestrian safety and the City's bicycle and pedestrian resources, in coordination between appropriate City departments, including the Police Department and the School District.

MEASURE 6. ADOPT NEW PEDESTRIAN ACCESS STANDARDS. As an alternative to vehicle travel, pedestrian access has positive benefits for the City. Physical improvements that encourage residents and workers to walk rather than drive to nearby needs and amenities reduce traffic congestion and enhance commercial vitality. The following strategies are designed to increase such pedestrian access and activity.

A. Provide Safe Access to Syd Kronenthal Park From the Lucerne-Higuera Neighborhood. A safe and convenient pedestrian and bicycle crossing of National Boulevard is needed for Syd Kronenthal Park. A crossing at Hayden Avenue linked to a National Boulevard entrance to the park would facilitate access from the Lucerne-Higuera Neighborhood. If the Exposition Right-of-Way is developed for light rail transit, a grade separated pedestrian crossing could be necessary and should be coordinated to maintain access (see Measure 4. Transit System Development Standards).

B. Continue Wheelchair Ramp Program. Continue providing curb cuts and eliminating other barriers to wheelchairs in the public and private pedestrian rights-of-way.

C. Revise Design Guidelines. Revise the City's design guidelines to provide a method of enhancing the attractiveness and encouraging the use of pedestrian accessways through features such as:

- Standards for building and parking configuration to facilitate pedestrian and transit access.
- Guidelines for street and transit improvements which include consideration of pedestrian amenities (such as trees, awnings, lighting, street furniture, and drinking fountains).
- Requirements for landscaping or streetscape improvements in conjunction with areas designated for pedestrian paths.

MEASURE 7. REVISE PARKING STANDARDS. Develop appropriate parking standards to address access, configuration and both minimum and maximum number of spaces per land use type. Parking facilities that fit compatibly with transit and pedestrian use will provide convenience without creating a dominant vehicular orientation.

A. Continue to Support and Pursue Shared Off-Street Parking. Opportunities to establish public parking lots or structures can serve uses in commercial corridors, relieve pressures on on-street parking and facilitate revitalization of uses in the area.

B. Revise Standards for Off-Street Parking In Multiple Family Areas. The nature of housing and associated parking demands has changed over the past several years due to increased dependence on the car and rising housing costs. In the 1980s the majority of households had more than one car, with many having more than two. Increased focus on public transit may change this trend by the

year 2010. Multiple-family residential parking demands need to be reviewed and updated periodically to ensure that adequate off-street parking is provided, while too much is not required.

C. Revise the Zoning Ordinance. Revise the Zoning Ordinance to establish both minimum and maximum appropriate allowable parking requirements to provide adequate but not excessive parking, particularly in areas with measures to improve transit orientation, pedestrian orientation, shared parking and ridesharing programs. Establish parking standards and parking lot design guidelines which complement designated land uses. Establish guidelines and standards for parking within City parks, as part of the new Open Space zone. Establish various parking standards for different possible combinations of shared parking uses, such as clusters of short-term users (dry cleaners, photo processing, shoe repair) and extended-hour use areas with non-concurrent peak uses (such as for theaters and office buildings within the Downtown area).

D. Study allowing the Use of On-street Parking to Meet Non-residential Parking Requirements. The Municipal Code specifies that all required parking be provided off-street. This requirement has prevented some uses in the non-residential areas from expanding or intensifying. The study would determine the feasibility of allowing uses along commercial corridors to meet their parking requirement by utilizing on-street parking as an incentive for preferred uses.

MEASURE 8. CONTINUE NEIGHBORHOOD PROTECTION EFFORTS. Engineering and planning programs which balance circulation needs and neighborhood protection are essential to protect the peaceful nature of Culver City's residential areas. The following are a combination of existing and new programs aimed at achieving that balance.

Parking Lot Landscape Buffer

A. Continue to Monitor Traffic Patterns Through and Around Residential Neighborhoods. Review and react to indications of neighborhood cut-through traffic through implementation of traffic control devices. Temporary diversion measures can be used to test the effect on traffic patterns and followed up with permanent traffic controls such as stop signs, or traffic diverters.

B. Establish New Development Standards for Fixed Guideway Transit Corridors. Establish conditions for rail facilities in the City's Fixed Guideway Transit Corridors (also see Measure 10. Coordination with Adjacent Jurisdictions, and Measure 4. Transit System Development Standards).

C. Provide Traffic Control Improvements on National Boulevard. The McManus Neighborhood is impacted by National Boulevard in terms of noise, safety and aesthetics. Traffic control, safety and streetscape improvement measures should be installed to buffer the neighborhood from these impacts.

D. Work with Caltrans to Continue Soundwalls along I-405. Noise from the San Diego Freeway creates disturbance within adjacent residential neighborhoods. Install soundwalls along stretches of I-405 where absent.

E. Address Reduction of Cut-Through Traffic Along Braddock Drive. As part of the Culver Boulevard-Master-Plan Focused Special Study, study the relocation of the I-405 interchange at Braddock Drive to Culver Boulevard and the potential construction of a cul-de-sac on Braddock Drive at Sawtelle Boulevard—other measures to protect the neighborhood from regional through-traffic (see also Measure 2. Roadway System Improvements, and the Land Use Element Implementation Section).

MEASURE 9. IMPROVE STREETSCAPE AND CIRCULATION SIGNAGE. Streetscape and signage improvements not only improve the aesthetics of the City, they can also improve the quality and comfort of the travel experience. The following streetscape and street signage improvements are intended to enhance both the visual and functional qualities of the City's circulation system.

A. Prepare a Citywide Streetscape Master Plan and Urban Forest Strategic Plan. The Citywide Streetscape Master Plan and Urban Forest Strategic Plan will establish criteria for urban design improvements within the public rights-of-way, including parkways and medians. Decisions regarding choice of City entry signage, street trees, parkway landscaping, and street lighting will be fully coordinated with current and anticipated land uses and other City programs. Specific decisions on parkway development and the appropriateness of raised or landscaped medians will be identified. Consideration of impacts to traffic flow and access to mid-block driveways and parking lots will be considered as part of any decisions (see Land Use Element Implementation Section).

B. Coordinate City Signage Programs. As guidelines for signage are developed for the various access modes within the City (Citywide Streetscape Master Plan, Citywide Bikeway Master Plan), planning staff needs to review and coordinate form and function of signage proposed by each guideline. For the purposes of the Circulation Element, the objective of improved signage is to minimize street grid confusion and maximize accessibility (see also Land Use and Open Space Elements Implementation Sections).

MEASURE 10. CONTINUE COORDINATION WITH ADJACENT JURISDICTIONS.

A. Continue Participation in Regional Planning Efforts. Multijurisdictional areawide planning efforts, such as the Regional Comprehensive Plan (RCP), the CMP and Westside Summit Cities planning forums provide Culver City an opportunity to participate in establishing regional policy to address transportation and related issues in the Greater Culver City area. City staff should continue participating in these efforts to help shape their direction and to keep the City current with compliance issues and funding opportunities (see Measure 11. Pursuit of Diversified Funding).

B. Initiate Coordination of Circulation Element with Related Agencies. Transmit copies of the Circulation Element to appropriate agencies for coordination purposes, highlighting the intent of the circulation plan and transit corridor policy map (Figure C-3, Circulation Element Map). Periodically update this coordination effort to ensure that current staff at applicable agencies is familiar with City policy.

C. Continue Coordination with City of Los Angeles. Maintain an ongoing dialogue with Los Angeles Department of Transportation (LADOT) regarding improvements to roadways which extend from the City of Los Angeles through Culver City,

particularly Overland Avenue. On a periodic basis, transportation staff from both agencies should review capacity and anticipated increases in volumes on such roadways to identify and prioritize needed improvements for each city which are not at cross purposes to each other. Culver City staff should specifically continue to coordinate with LADOT to support the concept of widening Overland Avenue between Palms and Venice Boulevards.

D. Establish Cooperative Relationship with Local and Regional Agencies Regarding Bikeway Improvements. Support ongoing maintenance and potential safety improvements to the bikeway along Ballona Creek Bike Path through open lines of communications with Los Angeles County Flood Control District and the U.S. Army Corps of Engineers. Possibilities to develop and connect Culver City bikeways to regional serving bikeway networks should be coordinated with the Metropolitan Transportation Authority to determine preferred routes and funding sources (see Measure 5.A).

MEASURE 11. CONTINUE PURSUIT OF DIVERSIFIED FUNDING. This section outlines methods by which City staff may seek to fund implementation measures of the Circulation Element.

A. Review New Development Impact Fee. Annually, during the City's budget process, review the New Development Impact Fee to ensure that new development in the City assumes its share of circulation improvement costs.

B. Continue Coordination with the City and County of Los Angeles. Ensure that new development in nearby areas includes appropriate mitigation measures or in-lieu fees to mitigate impacts within Culver City. Problem locations should be evaluated to determine the source of the problem, and appropriate remedies developed.

C. Establish Budget Priorities. City work programs and ongoing services which are consistent with, support and achieve General Plan policies, will be given funding priority over those programs which are not consistent.

D. Continue to Seek Grant and Other Revenue Sources. The City should pursue opportunities under demonstration project grants and other new revenue sources to fund transportation system improvements.

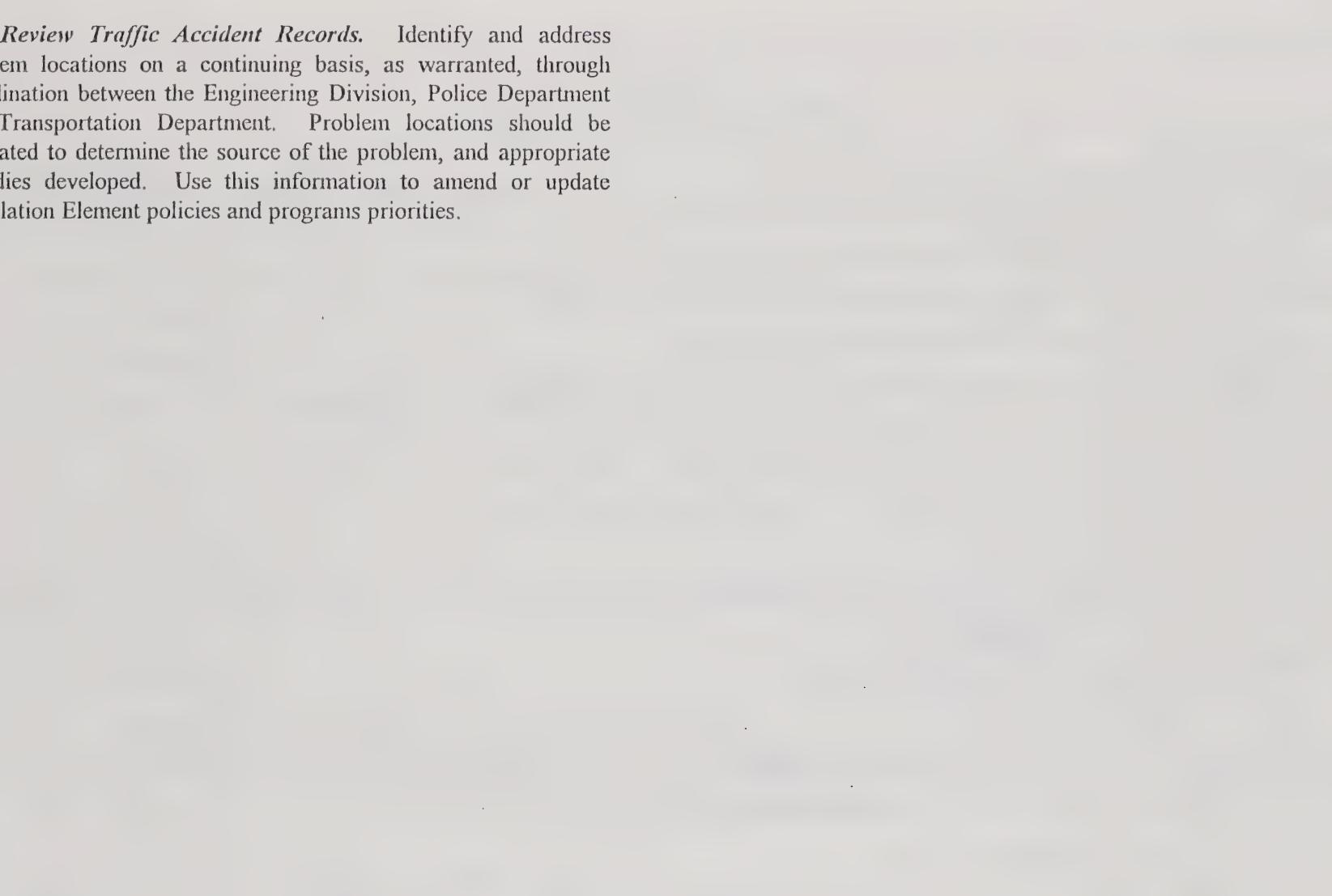
E. Seek Additional Transit Funds. Sources for purchase and leveraging of additional transit funds (such as Proposition A and Proposition C allocations), may be available to Culver City for specific transit improvements from Metropolitan Transportation Authority, Federal Highway Administration, or Urban Mass Transit Authority. Set priorities for expenditure of any allocated funds among bus system improvements, rail system contributions, and Dial-A-Ride expansion.

F. Continually Update the Capital Improvement Program. Assign high priority to capital improvement projects of benefit to Culver City that address objectives common to federal, state and regional transportation agencies. Priorities and scheduling should reflect likelihood for joint agency participation in design or funding of such improvements.

MEASURE 12. ADMINISTER THE CIRCULATION ELEMENT. This section identifies checks and balances for administration of the Circulation Element relative to other General Plan Elements and other internal City policies.

A. Review General Plan Amendments. Ensure consistency of future Circulation Element amendments with all Elements of the General Plan, and with the Air Quality Plan.

B. Review Traffic Accident Records. Identify and address problem locations on a continuing basis, as warranted, through coordination between the Engineering Division, Police Department and Transportation Department. Problem locations should be evaluated to determine the source of the problem, and appropriate remedies developed. Use this information to amend or update Circulation Element policies and programs priorities.



Duquesne Avenue from Culver City Park

Table C-2
Circulation Implementation Measures

Action	Priority	Responsibility
MEASURE 1. PARTICIPATE IN REGIONAL SYSTEM IMPROVEMENTS.		
A. Continue to Support the Smart Corridor Demonstration Project.	ongoing	Engineering
B. Support High-Occupancy Vehicle (HOV) lanes on the San Diego Freeway.	ongoing	Engineering
C. Study extending Culver Boulevard to Robertson Boulevard.		Engineering
D. Coordinate with Caltrans to improve traffic flow to, from and on state regulated facilities.	ongoing	Engineering
■ Oppose eastern extension of the Marina Freeway (SR-90).	ongoing	Engineering
■ Widen the southbound on-ramp from Sawtelle Boulevard to the San Diego Freeway.		Engineering
■ Improve metered freeway on-ramps.		Engineering
MEASURE 2. CONTINUE ROADWAY SYSTEM IMPROVEMENTS.		
A. Prepare a Culver Boulevard Master Plan.		Engineering
B. Extend Stocker Street to West Los Angeles College.		Engineering
C. Evaluate Freshman Drive Extension.		Engineering
D. Widen Overland Avenue north of Washington Boulevard.		Engineering
E. Improve Washington Boulevard and Washington Place Intersections.		Engineering
F.* Establish Curb Cut Guidelines.	ongoing	Planning
G. Improve Signal Phasing.	ongoing	Engineering
H. Study Peak-Period On-Street Parking Restrictions.		Engineering
I. Continue to Implement the Pavement Master Plan.	ongoing	Engineering

Table C-2
Circulation Implementation Measures

Action	Priority	Responsibility
J. Continue to Require Minimums for Right-of-Ways.	ongoing	Engineering
K. Continue to Pursue Right-of-Way Dedications.	ongoing	Engineering
MEASURE 3: CONTINUE TRANSPORTATION DEMAND MANAGEMENT (TDM).		
A. Participate in MTA's 30-Year Plan.	ongoing	Interdepartmental
B. Adopt a Transportation Demand Management Ordinance.		Interdepartmental
MEASURE 4: ADOPT NEW TRANSIT SYSTEM DEVELOPMENTS AND STANDARDS		
A.* Continue Coordination with MTA Regarding Transit System Expansion.	ongoing	Interdepartmental
B. Extend Culver CityBus Routes.		Transportation
C.* Expand IntraCity CityBus Routes.		Transportation
D.* Site a New Culver CityBus Yard.		Transportation
E. Continue Far-Side Bus Stops.	ongoing	Transportation
F.* Expand Dial-A-Ride Services.		Human Services
G. Establish Development Standards for Fixed Guideway Transit Corridors.		Planning
MEASURE 5: ADOPT A CITYWIDE BIKEWAY MASTER PLAN.		
A. Coordinate and Include Citywide Bikeway Policies with the Ballona Creek Specific Plan.		Engineering
B. Develop a Class I bike path within the Exposition Right-of-Way.		Engineering
C. Develop a Bikeway along Culver Boulevard.		Engineering
D. Develop a Bikeway Loop connecting Ballona Creek Bike Path to Downtown.		Engineering

CIRCULATION ELEMENT

Table C-2
Circulation Implementation Measures

Action	Priority	Responsibility
E.* Sign Class II and III Bikeways.		Engineering
F.* Provide Bikeway Support Facilities.		Engineering
G. Provide Bikeway Enhancement.		Engineering
H.* Coordinate Bikeway Development with Appropriate City Departments.	ongoing	Engineering
I.* Develop a Bicycle Safety Program.		Engineering
MEASURE 6: ADOPT NEW PEDESTRIAN ACCESS STANDARDS.		
A. Provide Safe Access to Syd Kronenthal Park From Lucerne-Higuera Neighborhood.		Engineering
B.* Continue Wheelchair Ramp Program.	ongoing	Engineering
C.* Revise Design Guidelines.		Planning
MEASURE 7: REVISE PARKING STANDARDS.		
A.* Continue to Support and Pursue Shared Off-Street Parking.		Planning
B. Revise Standards for Off-Street Parking In Multiple Family Areas.		Planning
C.* Revise the Zoning Ordinance.		Planning
MEASURE 8: CONTINUE NEIGHBORHOOD PROTECTION EFFORTS.		
A.* Continue to Monitor Traffic Patterns Through and Around Residential Neighborhoods.	ongoing	Engineering
B. Establish New Development Standards for Fixed Guideway Transit Corridors.		Interdepartmental
C. Provide Traffic Control Improvements on National Boulevard.		Engineering
D. Work with Caltrans to Continue Soundwalls along I-405.		Engineering
E. Address Reduction of Cut-Through Traffic Along Braddock Drive.		Engineering

Table C-2
Circulation Implementation Measures

Action	Priority	Responsibility
MEASURE 9. IMPROVE STREETSCAPE AND CIRCULATION SIGNAGE.		
A. Prepare a Citywide Streetscape Master Plan and Urban Forest Strategic Plan.		Interdepartmental
B. Coordinate City Signage Programs.	ongoing	Interdepartmental
MEASURE 10. CONTINUE COORDINATION WITH ADJACENT JURISDICTIONS.		
A.* Continue Participation in Regional Planning Efforts.	ongoing	Community Development
B.* Initiate Coordination of Circulation Element with Related Agencies.	ongoing	Interdepartmental
C.* Continue Coordination with City of Los Angeles.	ongoing	Interdepartmental
D.* Establish Cooperative Relationship with Local and Regional Agencies Regarding Bikeway Improvements.		Interdepartmental
MEASURE 11. CONTINUE PURSUIT OF DIVERSIFIED FUNDING.		
A.* Review New Development Impact Fee.	ongoing	Interdepartmental
B.* Continue Coordination with the City and County of Los Angeles.	ongoing	Engineering
C.* Establish Budget Priorities.	ongoing	Engineering
D.* Continue to Seek Grant and Other Revenue Sources.	ongoing	Engineering
E.* Seek Additional Transit Funds.	ongoing	Interdepartmental
F.* Continually Update the Capital Improvement Program.	ongoing	Engineering
MEASURE 12. ADMINISTER THE CIRCULATION ELEMENT.		
A.* Review General Plan Amendments.	ongoing	Planning
B.* Review Traffic Accident Records.	ongoing	Interdepartmental



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